The Hongkong Telegraph.

(ESTABLISHED, 1881.)

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Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,310,000

Head Office YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ „ 6 „ 4 „
„ „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $16,500,000
Silver Reserve .....$ 6,500,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. | Hon. R. Shewan.
Hon. W. J. Gresson. | N. A. Siebs, Esq.
A. Haupt, Esq. | H. W. Slade, Esq.
H. Schubart, Esq. | E. S. Whealler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st July, 1904. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,375

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Creasy Ewens, Esq. | Kwan Fong Kuk, Esq.
J. Focke, Esq. | G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 2nd August, 1904. [B

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [2

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD $7,992,173.37=about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD $10,000,000=£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above Places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904 [643

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotsu, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mahroura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	COROMANDEL, G. M. Montford, R.N.R.	About 11th August	Freight and Passage.
KOBE	PEKIN, W. W. Cooke, R.N.R.	About 12th August	Freight only.
LONDON, &c.	SIMLA, F. R. Summers	August 13th, Noon	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	BORNEO, G. W. Gordon, R.N.R.	About 19th August	Freight and Passage.
SHANGHAI and KOBE (Passing through the Inland Sea).	FORMOSA, B. H. W. Snow	About 23rd August	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th August, 1904. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
PREUSSEN	WEDNESDAY, 17th August.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	
BAYERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 21st December.
PRINZ HEINRICH	WEDNESDAY, 4th January, 1905

ON WEDNESDAY, the 17th day of August, 1904, at 9 A.M., the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 9th August, 1904. [3

Intimations.

LANE, CRAWFORD & CO.,
MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,
COLLARD and COLLARD,
CHALLEN and SON,
and DORNER.

N.B.—NEW GENUINE Instruments from the above Makers are to be had in Hongkong from LANE, CRAWFORD & CO. ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.
REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced workmen under
SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1904. [38

CIGARETTES.

VERY CHOICE TURKISH CIGARETTES,

PACKED BY

LE ROITH & Co.,
66, ST. JAMES STREET, LONDON.

Telephone No. 75.

AGENTS,
CALDBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 6th August, 1904. [42

Intimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.

BOVRIL

779]

TRADE MARK.

TELEPHONE No. 135.

ASK FOR
CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special $16.00 per case 12/1
White Label $24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904 [778

PO CHEUNG & Co.,
昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,
GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [833

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel: 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [32

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

27] WM. FARMER, Proprietor.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	...	TUESDAY, 16th August, at Noon.
"GAELIC"	4,205	"	...TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	"	...SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	"	...THURSDAY, 15th September, at Noon.
"DORIC"	4,784	"	...TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	"	...SATURDAY, 8th October, at Noon.
"COPTIC"	4,352	"	...
"AMERICA MARU"	6,300	"	...

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

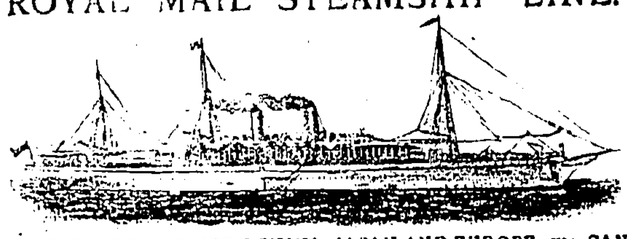
Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th August, 1904. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	.....	WEDNESDAY, 24th August.
" "EMPRESS OF JAPAN"	6,000 "	.....	WEDNESDAY, 21st September.
" "ATHENIAN"	2,440 "	.....	WEDNESDAY, 12th October.
" "EMPRESS OF CHINA"	6,000 "	.....	WEDNESDAY, 19th October.
" "TARTAR"	4,425 "	.....	WEDNESDAY, 2nd November.
" "EMPRESS OF INDIA"	6,000 "	.....	WEDNESDAY, 16th November.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK Acting General Agent,
9, Pedder's Street.

Hongkong, 10th August, 1904. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NUBIA ..... Habel	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th August.	Freight.
BADENIA..... Roerden	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th August.	Freight.
SPEZIA (ex BAMBERG) Miltzlaff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	27th August.	Freight.
ANDALUSIA ..... Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th Sept.	Freight.
SAMBIA ..... Lüning.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight.
SCANDIA ..... (ex KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th October.	Freight and Passengers.
SUEVIA..... von Döhren.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

Hongkong, 9th August, 1904 [6

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [892

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [98

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	.....	Captain R. D. Thomas.
" "POWAN,"	2,338 "	.....	" G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	.....	" W. A. Valentine.
" "HANKOW,"	3,073 "	.....	" B. Branch.
" "KINSHAN,"	2,860 "	.....	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons,.....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904. [13

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP...	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS ..	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 2nd August, 1904. [14

Intimations.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from $2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904. [674

TUBORG BEER.

A FIRST Class PILSENER—BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. [785

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903. [804

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

50

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes,

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903. [784

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376
Telegrams, "Dock, Yokohama;" Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*)	.....	$0.80 per lb.
EYSSEN CHEESE in Tins	.....	0.75 the tin.
GOUDA CHEESE (Edam)	.....	1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE	.....	Per Bottle	$1.50
CHERRIES " "	.....	" "	1.50
ASSORTED FRUIT " "	.....	" "	1.50
CHERRIES IN BRANDY	.....	" "	1.75
APRICOTS " "	.....	" "	1.75
PLUMS " "	.....	" "	1.75

CRYSTALLIZED FRUIT of the First Quality at $1.50 the Box of 1 lb.

We specially recommend the above to amateurs and *connoisseurs*.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of $45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904. [707

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required)
Electric Passenger Elevator to each Floor.
Table D' Hote at Separate Tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 22nd October, 1903. 3

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [637

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road—half-an-hour by rickshaw.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, 28th July, 1904. [881

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [29

GO TO THE

KOWLOON HOTEL

KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

33

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 26th July, 1904. [873

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [889

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [890

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF $10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of $10 each at a Premium of 10 per cent. or $11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of $11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is $600,000, divided into 60,000 shares of $10 each, and the New Issue is required to increase the Capital of the Company to $900,000 divided into 90,000 shares of $10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [754

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depôt, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG.
General Managers,

Hongkong, 20th May, 1904. [677

Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 9th August, 1904. [922

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"
Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:
1st Class Single Ticket $2.00, with Cabin $3.00
" Return " $3.00, " $5.00
Tiffin and Dinner may be had on Board at $1 each meal.

YUK ON & Co., LD.

Hongkong, 8th August, 1904. [919

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—
"W."
C/o *Hongkong Telegraph.*

Hongkong, 6th August, 1904. [914

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM

$365 TO $850.

NEW CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT IRON GRAND AND A PIANO PLAYER FOR $825. CASH OR CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE

ROBINSON PIANO Co., Ld.

Hongkong, 3rd August, 1904. [39

ESPECIAL OLD TOM GIN.
Marshall and Elvy's
Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904. [608

MONETARY REFORM IN CHINA.

THE FOLLOWING VERY LUCID PAPER WAS WRITTEN BY PROFESSOR J. W. JENKS FOR, AND APPEARED IN, THE "WAN KUOH KUNG," AND THE ORIGINAL ENGLISH TEXT HAS BEEN HANDED US BY DR. YOUNG J. ALLEN.

Within the last two years through commercial treaties with the United States, Great Britain, and Japan the Government of China has indicated its intention of reforming its monetary system. It has further given public expression to its intention by decress commanding high financial officials to prepare a plan of reform by sending a commission to Japan to consider the monetary system of that country, and by a memorandum presented to the Government of the United States asking its co-operation in carrying out such a reform.

The need for such a movement is clear. Anyone who has had occasion to travel in the interior of China realises how great the confusion in the monetary system is. While larger transactions are almost always carried on in terms of taels, these taels vary not merely in different provinces but in different cities of the same province, such variations being both in weight and in the touch of the metal, for all taels are in reality but a fixed weight of silver of a certain degree of fineness. Besides the variations in the silver taels in use in different parts of the country, there are found also great variations in the use of copper cash. For example in Peking in earlier times ten-cash pieces had been coined which, at the present time, have the value of two. In other cases for every ten cash of the ordinary size and weight, one lighter cash will be inserted. The number of cash in the string likewise varies from some 50 to nearly a thousand. A person buying cash in the morning for silver may very easily within a day's walk find himself at night in a place in which the number of cash given for a tael of silver would be so different both in number and quality as practically to amount to a new coinage. In several provinces silver dollars are coined; elsewhere Mexican and Hongkong dollars are used, and in some places even Russian roubles circulate. The effect of this confusion in the monetary system cannot fail to be extremely detrimental to trade in the interior.

The situation as regards foreign trade is little, if any, better. Naturally the transactions in Shanghai are of greater magnitude and are conducted mainly through banks and other agents expert in monetary exchange. Moreover, this foreign trade is carried on to a very great extent with countries whose monetary standard is gold. In consequence every change in the value of silver bullion affects these international exchanges.

If a merchant living in San Francisco should sell a bill of goods in Shanghai for say 5,000 taels, payable on the arrival of goods, it might easily happen that before the goods reached Shanghai, silver would have fallen so much in value that a bargain which, at the time it was made, appeared profitable, may turn out, when settlement is effected, to be a bad loss; or with a gain in the value of silver the result might be the opposite and instead of a loss he might well make an unexpected gain at the expense of the purchaser. Business thus becomes to a considerable extent a mere gambling speculation, and such a condition of business cannot fail to be extremely injurious.

The lesson of the losses which may be suffered by individuals has been impressed upon the Chinese Government by its experiences with the payment of the indemnities to the foreign Powers. According to the interpretation of most of the Powers this indemnity is payable in gold.

At the time of the signing of the protocol the value of the Haikuan tael in terms of gold was three shillings sterling. Under that rating the indemnity payable, for example, in 1903 was 18,829,500 taels. Silver, however, has fallen in value decidedly since that time, and a fall of only 10% in the tael would call for a sum of 20,092,166 taels, provided China recognised the claim for the gold rating of the protocol.

This would mean a loss to China of 1,262,666 taels, a loss which might have been avoided had China possessed a circulating medium of which the value did not vary in terms of gold.

This continual fluctuation in the value of the silver tael likewise causes and has caused for a long time in the past great difficulty to the Government in the way of arranging the revenues. So far as any of their obligations are payable in gold a fall in the price of silver means that a larger quantity of silver must be raised in taxes, but increased taxes are no more popular in China than elsewhere. Moreover, owing to the system under which the taxes are collected, it has become through long custom the practice of the officials to secure their own salaries or expenses from savings made through irregular ratings in taxation. A tael which is worth commercially say 1,030 cash, though collected in terms of taels, is actually paid in copper cash at an exchange of perhaps 2,400 or 2,600. This means that half of the money collected or more goes either for the payment of local expenses not otherwise accounted for or as a salary to the official concerned. A good system should make it easier to change such customs.

It would doubtless be possible to enumerate many more of the needs for the currency reform of China, but at the present time none seem more pressing than those just enumerated, any one of which is sufficient to show the advisability of earnest effort on the part of the Government.

As has been intimated the Chinese Government has undertaken seriously the study of the question.

A committee for the management of a new mint has been organised, a building begun, new machinery ordered, and plans for the organisation of a coinage system have been made. Comparatively lately arrangements have also been made for the organisation of a national bank to put the new money into circulation when it shall be ready; for the accumulation of a gold reserve in case the Government should find it desirable to establish its system on the basis of a gold parity, and the experts on this subject have been consulted in many ways.

In response to the request of China the Government of the United States appointed a Commission on International Exchange to do what it could to open the way for such a reform. Inasmuch as China is under heavy obligations to the great Powers, it was thought best that the governments of the Powers be consulted in order to remove from their minds distrust as to the motives of China and of the United States in undertaking this work, and to secure likewise under governmental patronage and supervision the opinions of the leading monetary experts of the world. The American Commission, accompanied by a Commission from the Government of Mexico, visited England, France, Holland, Germany and Russia to consult with their government, on the subject under consideration. In all the countries the purpose of the mission was cordially welcomed and, speaking generally, it may be said that the plans were in the main endorsed, though there were numerous criticisms and suggestions on points of minor import. Japan likewise, after consulting with the Commissioner sent to China, gave its approval to the plans discussed in Europe, and the Government of China has these various suggestions under consideration.

The main points in any reform of the currency of China are easily indicated. The currency system must be under one central control so that the coins or any paper certificates of any kind whatever may be made uniform throughout the country of uniform acceptability. It is generally conceded that these coins should be arranged on the decimal system with the unit coin of, say, one tael or one dollar divided into parts as small as one one-thousandth, representing a copper cash.

From what has already been suggested above it would be necessary not merely to have a standard coin of silver, but to have also subsidiary coins representing the halves, fifths, and tenths, and a copper coinage representing say one-twentieth, one-hundredth, and one-thousandth parts of the standard unit of which small pieces also the value should be maintained at a parity with gold. In a country like China where the standard of living is low, where the rate of wages is barely above the living point, there would be little use for a gold currency actually in circulation. It is extremely important, however, that the silver and copper coins which will be in circulation, be given a fixed value in terms of gold. This is practically essential for the successful and easy conduct of trade with foreign countries, while it will likewise be beneficial to the local trade as well as very profitable to the Government itself.

It seems to have been practically the universal opinion of all of the dozens of officials and experts consulted on this question, that these silver and copper coins ought ultimately to have a fixed value in terms of gold. The differences of opinion, so far as they existed, grouped themselves merely about the methods of securing and maintaining this parity with gold. Some have been of the opinion that a uniform silver currency practically complete throughout the country is necessary before the question of the gold parity can seriously be considered. Others, however, and by far the larger of the opinion that considerable time must of necessity be taken in coining and introducing the new coins, both silver and copper into the country whether they be placed on a gold parity or not, and if the coins are issued at a fixed gold value considerably above their bullion value they will go into circulation practically as readily as though they were issued at their bullion value. When, however, in this case the coins are once actually in circulation throughout the country, the whole reform will have been established, whereas in the other case indicated, after the coins were once in circulation, the most difficult part of the whole task, that of placing and maintaining these coins on a parity, would still remain.

There can be little question that, if China is to continue her industrial development and increase her prosperity, her new money system must ultimately be of the same general nature as those of the countries with which she deals; that is, her coins, silver and copper, must have a fixed value in terms of gold. It is extremely desirable that if this end is to be attained within any reasonable time no false steps be taken at the beginning which will need to be retraced, but that every step taken be one in the general plan of action which will soonest reach the desired end. If the introduction of the new coins on a gold parity will soonest attain that object, even though it were for the time being to make some little additional trouble for the people, there can be no question that it should be adopted.

One can hardly expect that so complete a change over so large an extent of territory, with so imperfect means of communication, can be carried out within a very short time, but the matter is of sufficient importance, so that both the Government and the business men whose interests would be so greatly affected by any such change may well afford to give plenty of time and thought and study to the question, so that they in turn may bring their views intelligently and convincingly before the Government. The result of such a movement cannot be other than that of added prosperity to the business of the country, and in consequence a strengthening of the financial status which will tend very strongly toward giving China her rightful place among the great independent nations.—*N. C. D. News.*

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10
Do. demand	1/10 1/16
Do. 4 months' sight	1/10½
France—Bank T.T.	2.31
America—Bank T.T.	44½
Germany—Bank T.T.	1.87½
India T.T.	137
Do. demand	137½
Shanghai—Bank T.T.	71
Japan—Bank T.T.	90½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110½

Buying.

4 months' sight L/C.	1/10½
6 months' sight L/C.	1/10½
30 days' sight San Francisco & New York	45½
4 months' sight do.	46
30 days' sight Sydney and Melbourne	1/10½
4 months' sight France	2.35
6 months' sight "	2.36½
4 months' sight Germany	1.92
Bar Silver	26½
Bank of England rate	3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per chest
Malwa New	@	980/1,040
" Old	@	1,060/1,120
" Older	@	1,150/1,200
" Oldest	@	1,220/1,280
Patna New	@	1,172½
Benares New	@	1,150
Persian (Papas)	@	840/880

To Let.

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. [729

TO LET AT MACAO.

HOUSE No. 15, PRAIA GRANDE, well ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to—
OMER CASSAM MOOSA,
49, Rua Central,
Macao.

4th August, 1904. [909

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTOR," THE PEAK.
Apply to—
JEBSEN & Co.

Hongkong, 27th April, 1904. [559

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.
And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49

TO LET.

EUROPEAN HOUSES, Nos 2 to 15, GAP ROAD, MORRISON HILL, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—
CHAN SHAU U,
or
A. STEVENSON,
Agent for Lessee,
C/o THE PHARMACY,
房藥大法中
No. 56, Queen's Road Central.

Hongkong, 6th August, 1904. [915

TO LET.

6, SEYMOUR TERRACE, 4-room House and side verandahs. $100 and Taxes.

Apply to—
"CHEAP,"
C/o this Paper.

Hongkong, 4th August, 1904. [908

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [430

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th July, 1904. [883

TO LET.

NO. 1, RIPON TERRACE in FLATS.
No. 4, RIPON TERRACE.
No. 19, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
No. 1, CLIFTON GARDENS.
OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th July, 1904. [879

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impotence, loss of sexual vigour, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [6

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from J. D. SCOTT, Esq., to Sell by
PUBLIC AUCTION,
ON
SATURDAY,
the 13th August, 1904, at 2.30 P.M., within his residence, No. 4, Ormsby Villas, Kowloon,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS, TEAK-WOOD WARDROBES with GLASS, TEAK-WOOD EXTENSION DINING TABLE, VIENNA CHAIRS, PICTURES, &c., &c.;
ALSO
One COTTAGE PIANO by Collard and Collard, London (in good order and condition);
AND
A Quantity of PALMS in POTS.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th August, 1904. [920

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. DICK, KERR & Co., Ltd., Contractors for the Electric Tramway Co., to Sell by
PUBLIC AUCTION,
ON
TUESDAY,
the 16th August, 1904, at 11 A.M., at their Matshed at Causeway Bay,
SUNDRY TOOLS
AND
IMPLEMENTS,
belonging to the above Firm.
Particulars from Catalogue.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th August, 1904 [921

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 24th August, 1904, at 3 P.M.,
at their
Sales Rooms, No. 8, Des Vœux Road,
(Corner of Ice House Street),

THE British Screw Steamer
"HOICHING,"
Built in London in 1879, Length over all 175 feet, Breadth 26½ feet, Depth 14 feet, Gross Tonnage 500, H. P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working Pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS:—As usual.
For Further Particulars, apply to—

HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th August, 1904. [910

THE WINE GROWERS SUPPLY CO.

W G S Co. TRADE MARK

BARRETTO & Co.,
General Agents, Hongkong.

HOCKS AND MOSELLES.

	Per Case. 1 doz. qts.	Per Case. 2 doz. pts.
Rudesheimer 1900	$17.00	$19.00
Uerziger 1900	18.00	20.00
Rudesheimer Engerweg 1897	18.00	20.00
Johannisberger 1897	22.00	24.00
Zeltingerburg 1900	24.00	26.00

CLARETS.

	Per Case. 1 doz. qts.
St. George	$4.00
Cru Wynbron	4.50
Côtes	5.00
Montferrand	5.50
Medoc	6.00
St. Emilion	6.00
St. Estephe	6.50
St. Julien	7.50

SPANISH CLARET.

Bottled by La Compania Vinicola del Norte de España, Bilbao.

	Per Case. 1 doz. qts.
Rioja Clarete	$12.00

JAPANESE BEER,
"KABUTO" BRAND.

Per Case 4 doz. qts.	$10.50
" " 8 doz. pts.	$12.00

HIRANO WATER,
"PEACOCK" BRAND.

Per Case 4 doz. pts. 50

Hongkong, 5th August, 1904. [703

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5	per cent.
6 "	10	"
12 "	25	"

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARD

CIRCULARS

EXPRESSES

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$18 per annum.
The rates per quarter and per mensem, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five Cents.

BIRTH.

July 1, at Knockholt, Sevenoaks, wife of Cecil A. V. BOWRA, daughter.

DEATHS.

July 5, at Hyde-park, W., A. FRASER, formerly H.B.M.'s Consul in Java, aged 87.

June 29, at Charlestown, Cornwall HERBERT SMITH, formerly of Shanghai, aged 63.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 10, 1904.

THE WAR.

The centre of interest in the war is continually moving, and during the past few days attention has been diverted from the operations of the main Japanese and Russian armies to Port Arthur, where severe fighting has been carried on for several weeks. Whether it be true, as it is persistently stated in St. Petersburg, that a few days ago the Japanese were repulsed with great loss, the number of killed alone being estimated at ten for every Russian slain, it is impossible, as yet, to say; but if the report is correct—and there is every probability of its being so—it would seem that the Japanese have been adopting their favourite tactics yet once more by turning the flank of the Russian position. It is known that the two armies are at very close quarters, as a month ago there was only a mile of ground separating the Japanese from the lines of the Russian defending forces under General Stoessel. Every foot of the intervening ground will be stubbornly contested and the Japanese have still a heavy task before them. Moreover, Admiral Togo has concentrated the full strength of his available warships with a view to the attack from the sea. The position must be desperate indeed.

THE EXPEDITION TO THIBET.

It is interesting now that the British Mission has reached Lhassa, to note that only one Englishman—Manning, in 1811—has succeeded in penetrating into the city. According to a writer in *Buddhism*, it is noticeable that all the other Europeans who achieved the perilous feat of exploiting it were Roman Catholic missionaries; and the first European to set foot in Lhassa was a Roman Catholic friar named Odoric, who compassed this [illegible] the year 1330. The other devoted members of the same faith who emulated his example and shared his success were the Jesuit fathers, Albert Dorville and Johan Gruber, in 1661; the Capuchine fathers, Josepho de Asculi and Francisco Marie de Toun, in 1706; the Jesuit Desideri in 1716; the Capuchine mission under Horacio de la Penna, in 1741; and lastly, the Lazarist missionaries, Huc and Gabet, in 1845. Among the notable explorers who failed to penetrate the precincts of the "Forbidden City," despite arduous enterprise and colossal effort, may be mentioned Prejivalsky, Rockhill, Bonvalot, Bower, Miss Taylor, &c. The first British mission was despatched by Warren Hastings, in 1774. The envoy, Mr. George Bolge, was not permitted to penetrate into Lhassa for the all-sufficient reason that the Lamas believed he had been sent to spy out the weakness of the land, with a view to its future subjugation by the English. Bogle appears to have been the only European who achieved the privilege of intimacy with one of the Grand Lamas. Manning, besides being the only Englishman who has ever entered Lhassa, holds the distinction of being the only Englishman who has ever seen a Grand Lama. He saw the ninth Grand Lama, then aged but six years. The twelfth Grand Lama was seen in 1866 by one of the secret emissaries of the Government of India. He describes him as a fair and handsome boy of thirteen, who, during the audience, was seated on a six-foot throne, attended by officials of high rank, who fanned him with swatchs of peacock's feathers.

LOCAL AND GENERAL.

A BLANK plague return was issued at noon to-day.

THE body of a Chinaman was taken from the water at the Naval Yard Extension Works this morning.

PAGE 3 contains a very lucid paper, written by Prof. J. W. Jenks, on the monetary reform in China.

SEVERAL applications for exemptions from the requirements of various sections of the Public Health and Buildings Ordinance, 1903, will be dealt with at a meeting of the Sanitary Board to-morrow afternoon.

CARS were run over the full length of the electric tramway lines this morning, and immediately the Director of Public Works passes the line as fit for traffic the service between Kennedy Town and Shaukiwan will be started.

SHORTLY after noon to-day the Kowloon Ferry-boat, the *Morning Star*, rescued a gentleman from the harbour, the boat, a tiny craft, in which he was sailing having capsized in a squall. He was none the worse for the immersion.

AT the Police Court this morning, before Mr. H. H. J. Gompertz, three Chinese launch owners were summoned for unnecessarily blowing their steam whistles to the public annoyance. Two of them were fined $15 each, and the third was ordered to pay $10.

THE death occurred yesterday morning at the Civil Hospital of Mr. John Logan, who for many years was chief engineer of the Hongkong, Canton and Macao s.s. *Fatshan*, and was well-known and respected in the Colony. The deceased, who was a native of Caithnesshire, had been ailing for a long time. He was interred this morning at the Happy Valley.

THE s.s. *Tweeddale* which took the first batch of coolies to South Africa is now proceeding north to take another ship-load aboard, while the s.s. *Lothian* has been chartered and is at present in the hands of the Dock Co. by whom she is being fitted up prior to her starting for South Africa. In all probability she will take the second batch of emigrants from Hongkong.

PETER Chauson, a Dane, seaman on board the s.s. *James Brand*, was placed before Mr. Gompertz this morning on the charges of being drunk and disorderly in Des Vœux Road, assaulting constable Culliford, and damaging his uniform to the extent of $3.50. The man admitted that he was so drunk that he knew nothing about the matter, and only wanted "to see the skipper." On all counts he was fined $17.

BY kind permission of Lieut. Col. Irenton-ger and Officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March ..... " Des Toreros "	Godard
Overture ... " Die Felsen Mühle "	Reisseger
Selection .... " The Yeomen of the Guard "	Sullivan
Polonaise	Chopin
Lancers ..... " Stars and Stripes "	Karoly Klay
Valtz ..... " Garden Party "	Margis
Two Step ... " Hiawatha "	Moret

AT a meeting of the Sanitary Board to-morrow afternoon correspondence will be considered regarding a case of typhoid fever at No. 9, Wong-nei-chung, and a report by Dr. Hunter on the bacteriological examination of three samples of water from a well on the premises; relative to the advisability of setting apart some baths for the use of the better-classes and charging a small fee therefor; and *re* the application for permission to erect 6 water closets and 3 urinals at No. 2, Pedder Street.

MRS. Hatsu, a young married woman from Japan, was walking down Queen's Road Central, when she felt a tug at her hanging sleeve which is used for the purposes of a pocket, and in which she was carrying a purse [illegible] Turning swiftly round she saw the man trying to make off with her purse in his hand. She raised a cry and the pickpocket was arrested. He had nothing to say when placed before Mr. Gompertz, and was sentenced to six months' hard labour, six hours in the stocks, and six strokes with the birch-rod.

EARLY this morning Sergt. Appleton, while passing along Station Street, saw a Chinaman looking stealthily out of No. 74, a carpenter's shop. Seeing the sergeant approaching the man bolted down the road, and made a straight run for about six hundred yards, the sergeant after him. Finding he could not get up with his quarry Sergeant Appleton flung a heavy stick at him, and this, striking him on the neck, brought him down. He was then arrested and taken back to the house, where the inmates said they did not know the man and he had no business there. It was then found that the lock on the outer door had been picked. When taken to the Station and searched a coil of wire was found on the man, such as is commonly used for picking locks. He was placed before Mr. Kemp this morning, and as he had no satisfactory account to give of himself, he was sent to three months' hard labour and three hours in the stocks.

H.E. THE GOVERNOR'S CHILDREN'S PARTY.

In consequence of the bad weather His Excellency the Governor's children's party has been postponed from to-morrow till Wednesday, the 17th.

CLAIM AGAINST A LOCAL BANK.

In the Nisi Prius Court this morning, Mr. T. Sercombe Smith officiating, Tung Hip Loong sought to recover from the Po Hang Bank (coupled with the name of one Chung Po Chee) the sum of $300, money alleged to have been entrusted to the Bank and not remitted.

Mr. J. Hastings appeared for the plaintiff and Mr. H. W. Looker (Messrs. Deacon, Looker and Deacon) defended, on behalf of the second defendant.

Mr. Looker at the outset complained that the service in so far as his client was concerned was bad. Writs could not be served on the Bank and upon his client as one of the partners at the same time. Furthermore, his client was not a partner and he appeared there under protest.

The further hearing of the case was adjourned until Friday.

THE LATE MR. F. SHUSTER.

INQUIRY AT THE MAGISTRACY

THIS AFTERNOON.

An inquiry was held at the Magistracy, this afternoon, into the circumstances attending the death of Mr. Fritz Edward Shuster, aged 32 years, an engineer lately employed at the Taikoo Sugar Works, at Quarry Bay, which occurred on the 3rd instant.

Messrs. Harry Montague Webb (foreman), James Spencer Duff, and George Banker were empanelled.

The Coroner (Mr. H. H. J. Gompertz) charged the jury to disabuse their minds of anything they might have read or heard concerning the case, and to base their finding upon the evidence only.

Mrs Emma Shuster, widow of the deceased, was the first witness, and said that she last saw her husband alive on Tuesday, the 2nd instant, at half past nine at night. They left the Metropole Hotel together and got into the tram to go home. After about ten minutes the tram stopped. Her husband was quarrelling with sailors so she left the car and sought a ricksha. She asked him to come with her, but he refused, so she went back to the Metropole and waited about twenty minutes for him. As he did not put in an appearance she went to her mother's house at the Race-course. She never saw her husband again alive. She did not know why he refused to leave the car with her. There was no fighting between deceased and the sailors. Her husband was quiet and only had two glasses of beer at the Metropole Hotel. About four o'clock in the afternoon he had one glass of whisky and soda. She was with him the whole afternoon and to her knowledge this was all he had to drink.

Lao King San, a conductor, in the employ of the Tramway Co., said that on the day in question he saw the deceased and the last witness in the tram. He saw Mrs. Shuster leave the car, and the deceased remained. At Causeway Bay, near the Temple, the tram stopped for a short time and then proceeded on to Hongkong. The deceased left the tram near Jardine's. Deceased was talking to three seamen, but he could not say whether their conversation was amicable or not. He saw the deceased leave the tram, but did not see him fall or stumble. The tram was not in motion at the time.

By the Coroner: The tram did not go to Quarry Bay, but ran from Arsenal Street to the Metropole. In the forenoon a notice was posted in the car stating that Quarry Bay was the terminus; but it was pulled down in the evening. The placard, however, was up when Mr. and Mrs. Shuster first entered the tram. There was no station where Mr. Shuster got off; but the trolley arm came off the overhead wire and had to be replaced. That was why the tram stopped. Nobody else got off with him. They had been stationary for about a quarter of an hour.

Dr. William Hunter, Medical Officer at the Public Mortuary was sworn, and spoke to receiving the dead body of the deceased on the night in question at the hands of a police constable. The latter indentified the deceased in his presence. He made a *post mortem* examination of the corpse and found a number of bruises over the right face. The right eye was very much swollen. There was no other external injury. The temple bone was fractured and there was also hæmorrhage which pressed upon the brain. Death was due to fracture of the skull and subsequent compression of the brain.

By the Coroner: Such injury might have been caused by a blow from a heavy weapon, or by leaving a car while in motion and falling. The deceased was a heavy man. Had he fallen over a kerb on to a concrete footway, a distance of 2½ feet, he did not think it would be sufficient to cause the injuries he had sustained.

In reply to Inspector Gauld, who described the road at the point where deceased was said to have fallen, witness said it was possible for a man to receive such injuries as he found and succumb thereto. Such injuries, however, would not necessarily prove fatal. He found no mud or dirt on any of the wounds,

Pedro Oliviera Mattos, an inspector in the Tramway Co., deposed to being on a car entering the depôt when the deceased got into the car. This was about a quarter past ten. He told him that the car had finished for the night. They were fixing up a wire at the time. After a few minutes the car began to move and deceased got up and went out. A few seconds later he discovered the deceased lying in the footway outside a house. He was lying face downwards. Witness called another inspector to help him to get the deceased on his feet, but he was too heavy for them to lift. Mr. Malden also came to help them, and they sent for the police. A European sergeant came up and took charge of the case, and witness returned to his work. When he saw deceased lying on the ground he was alone. He was quite alone when he came in and left the car. Witness did not think the deceased was the worse for liquor. He told the sergeant of police that perhaps the man was drunk, but he could not have been very drunk. When deceased got off, the car was not moving. He told the sergeant that perhaps deceased was drunk on account of him falling down. The fall had nothing to do with the tram. He found him lying down about thirty feet away from the tram. He could not say whether deceased slipped or fell on the footboard of the car. He heard the deceased fall about half a minute or less after he left the car.

George Fletcher Malden, Chief Assistant in the employ of the Tram Co. gave evidence and spoke to seeing the deceased in the tram at the shed. He afterwards heard that the man had fallen and hurt himself. He rendered what assistance he could and afterwards the police took the body to the police station. It had been raining heavily and deceased who was bleeding was lying in the wet face downwards.

By the Coroner: A man getting out of the tram at the point in question, and not being able to see very well was more likely to fall than not.

By the Jury:—He did not speak to the deceased while he was sitting in the tram; but he did not present the appearance of a drunken man. There was a pool of blood on the pavement where he was lying before he was moved into shelter. Deceased was breathing heavily when the police took him away. He did not speak and appeared to be unconscious. He did not call the attention of the police to the blood upon the pavement; neither did he hear anyone else do so.

Albert Frank Smith, also an Inspector in the Tram Co. corroborated the evidence of Inspector Mattos. Deceased was unconscious for about two minutes after he fell and then commenced groaning. Witness knew deceased and told him when he came in the car that they were not going to Quarry Bay. Deceased said "Never mind." Witness thought Shuster had been drinking.

Sergeant Lee deposed to being on duty at No. 2 Police Station when the Tram Inspector Mattos reported to him that a man was lying dead drunk on Praya East. He accompanied Mattos, who told him that deceased had fallen from the roadway on to the pavement. He found the deceased lying in an unconscious state. Witness described the man's wounds, and added that the knee of his trousers showed a cut, apparently the result of a fall. Assisted by two Indian Police Constables he put deceased in a ricksha and took him to the Police Station and washed the wound on his head. He smelt strongly of liquor and was breathing heavily. Witness put him in a cell. About three o'clock of the following morning he visited the deceased when he appeared to be all right. At 8.15 a.m. he went to the cell again with the intention of letting him out; when he found the deceased in a very hot and feverish state and breathing irregularly. He reported the matter to the Inspector and the deceased was removed to the Hospital. Deceased had in his possession a watch and chain and a considerable sum of money.

By the Coroner: Witness believed Shuster to be drunk and incapable. He did not intend to charge him. It was customary to allow men who were able to leave the next morning to go if they had only been confined for simple drunkenness. Deceased was lying on the wooden floor of the cell with a couple of blankets under him and a folded blanket for a pillow. Witness had no idea that deceased was seriously hurt. Had he suspected it, he would have sent him to the Hospital at once. He had often seen men brought in for being drunk and incapable, cut and bleeding about the head. When Europeans were locked up it was customary to visit them at intervals during the night.

By the Jury: Beyond a cut on the right side of the face and a discoloured eye, no other wounds were visible. On each occasion when witness visited him he appeared unconscious but once he moved his arms, and groaned. He never spoke.

The Foreman: Do you think that a man remaining unconscious for so long ought to have been put in a cell?

Witness:—The wounds appeared to me to be so slight. Had there been a European on duty I would have left him in the charge room. But in this case as there was only a *lukong* on duty I put him in the cell, for fear that he might wake up and give trouble to the *lukong*.

Witness continuing, said the cell was well ventilated. Had he thought it was a case for the Hospital there would have been no trouble in having him admitted at once.

P.C. Harding spoke to assisting the last witness to convey the deceased to the Civil Hospital on the morning of the 3rd inst. He could not say whether he was alive or dead when they left the Police Station. At the Hospital, however, one of the medical men examined deceased and told witness to take him to the Mortuary.

A Chinese constable also gave evidence. He was on duty on the night of the 2nd and morning of the 3rd inst. when the deceased was brought in. He was breathing very heavily and appeared to witness to be intoxicated; otherwise he did not notice anything unusual. Deceased was sleeping.

Dr. Hunter was, recalled and in reply to the Corner, said that when the Sergeant saw the deceased and found him unconscious and breathing heavily that alone was sufficient to indicate a serious injury to the brain. Any medical man would have sent the deceased directly to the Hospital. Supposing the deceased had been sent to the Hospital at once, an operation would very probably have been performed at once, and might have saved his life. It was not certain that such an operation would have been successful, but there was a good chance of it so being.

By the jury:—The serious condition of the deceased would not be apparent to the ordinary man, but very obvious to a qualified man. As the result of his autopsy, he should think that it was very probable that the deceased had lately been under the influence of alcohol.

The jury expressed a desire to see the spot where the deceased fell over the kerb.

Sergeant Lee was recalled and said that life was not extinct when the deceased was put into the ambulance and sent to the Hospital.

The inquiry was then adjourned until 2.15 p.m. on Monday next in order to allow the jury to inspect the *locale*.

THE PARSEE FORGERY CASE.

After several remands this case in which Mr. Shapurji Cowasji Sauza, a barrister-at-law, of Bombay, was charged with forgery in that Presidency, was again called on this afternoon before Mr. Kemp, when Mr. Harston addressed the Court for the defence, reviewing the facts as already reported in these columns. The address continued until the rising of the Court, when the case was again remanded.

Mr. F. B. L. Bowley, Crown solicitor, appeared for the prosecution.

THE TYPHOON

PASSES NEAR HONGKONG.

Hongkong has again had a narrow escape from a visit from the devastating typhoon, and though it has passed pretty close to our shores no damage of any particular importance has so far been recorded. On Monday the reports from the Observatory showed that the barometer had fallen throughout China and in the south-west of Japan, but had risen slightly in north-west of Japan, while it remained stationary in the Philippines, and it was known that a typhoon had entered the China Sea, moving in a north-westerly direction. At 11.35 a.m. on that day the red signal drum was hoisted, indicating that there was a typhoon to the eastward of the Colony, the centre of which was believed to be 300 miles away from here. At 4.54 p.m. on the same day a red cone, point downwards, replaced the red drum, indicated a typhoon to the southward of the Colony. On Tuesday at 11.40 a.m. it was reported that the barometer had risen all over Japan and fallen over south China and the Philippines, and the red cone remained hoisted. The typhoon was then south of Hongkong, moving W.N.W. and threatening the neighbourhood of Hoihow Straits, the weather becoming very squally during the day, and increasingly so towards night. At 12.33 p.m. the black cone was ordered to be hoisted, signifying that the centre of the typhoon was less than 300 miles away from this Colony, still moving W.N.W. During the whole of the day the weather was very squally, with heavy showers of rain, at intervals throughout, culminating in its intensity during the night, when rain fell in torrents. At 11.9 a.m. to-day the black cone and ball were hoisted, signifying that the typhoon centre had now travelled to the westward of this Colony, but was still less than 300 miles away. At 11.20 it was reported that the barometer had risen all over Japan and in China, excepting the south coast, and at noon the typhoon was south-west of Hongkong, still moving in a W.N.W. direction, which will probably cause it to strike the coast to the north of Hoihow, and we may look for a continuance of the prevailing squally weather. Locally there has been no serious damage and no loss of life reported so far, though in consequence of the bad weather prevailing work in the harbour was considerably interfered with. Early in the day nearly all the sampans, and a large number of smaller launches and lighters sought shelter from possible developments in the safe anchorage of Causeway Bay, though many of the sampans had some exciting experiences before reaching the security of that harbour, and while no lives were lost, many a sampan man and woman is to-day bemoaning the loss of their *lares et penates*, which now repose on the sandy bottom of the harbour, as the result of the swamping and capsizing of their boats in their helter skelter race for shelter. The French mail steamer *Oceanien*, which was due to have sailed yesterday, was unable to get away until this afternoon. The same may be said of the P.M.S. *Tartar*, though she was only due to sail this morning for Vancouver. Steamers arriving from Canton report very squally weather, so much so that, several of them returned and anchored at Chuen Pi in the Canton River, arriving here in consequence several hours late. The s.s. *Hankow* twice essayed to continue the passage from Canton to Hongkong, but twice had to return to her sheltering anchorage leaving finally at daylight this morning and arriving at 10.30 a.m. instead of midnight. The *Fatshan*, which was due to sail at 8 a.m. on her return voyage, only got in at 7 a.m. instead of 4.30 p.m. yesterday. She however left again to schedule time waiting only to discharge her passengers, the weather having prevented her shipping much cargo. They reported heavy seas, and strong E. to S.E. winds all the way to Hongkong with incessant heavy rain all night. The harbour is exceptionally empty of shipping, and to-day presents a most deserted appearance. The Kowloon Star Ferry keeps up its service, and will continue to do so as long as the boats are able to approach the wharves on either side, with any degree of safety; nor is the Peak tramway service in any way interrupted No reports of any particular damage ashore have been made, beyond the blowing down of a few matsheds along the Praya, and the breaking of a number of branches from the trees on the higher and more exposed levels. In the Public Garden, a considerable amount of havoc was wrought among the flowering shrubs and plants which adorn that pleasant resort. One curious and somewhat ludicrous accident is reported from Stonecutter's Island from which it appears that a sampan, in the act of being safely beached there, suddenly was caught by a wave, carried up the beach and capsized, burying underneath her only occupants—a woman and a young child, who were unable to get out of their strange prison until the police patrol, hearing their cries, and being unable to right the boat cut a hole in her bottom and so rescued the very frightened prisoners, who nevertheless were quite unhurt.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 9th at 0.33 p.m. the black S. Cone was ordered to be hoisted and on the 10th at 11.9 a.m. the black S. Cone and black ball were ordered to be hoisted.

On the 10th at 11.20 a.m. The barometer has risen in Japan and in China except upon the south coast.

The typhoon is situated to the Southwest of Hongkong, is still moving in a W.N.W. direction and will probably strike the coast to the north of Hoihow.

Moderate variable winds will prevail in the Formosa Channel, and decreasing S.E. winds in the northern part of the China Sea.

Forecast:—Decreasing S.E. winds, squally.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changsha*) 11th inst.
English (*Coromandel*) 11th inst.
American (*Korea*) 12th inst.
Indian (*Namsang*) 15th inst.
Canadian (*Empress of India*) 15th inst.
German (*Preussen*) 16th inst.
American (*Gaelic*) 18th inst.

The I. C. S. N. Co.'s s.s. *Namsang* from Calcutta and the Straits left Singapore for this port on 8th inst., at 5 p.m.

The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., left Manila for this port yesterday, at 7 p.m.; she is due to arrive here at 1 p.m., to-morrow.

TELEGRAM.

(Reuter's.)

The War.

LONDON, 8th August.

According to a St. Petersburg telegram, a fierce battle was fought on the land-side of Port Arthur on the 5th instant, in which the Japanese are reported to have been repulsed with great loss, the number of killed alone being estimated at 10,000. The Russians lost about 1,000.

General Stoessel telegraphs that Japanese attacks on Port Arthur on the 26th to the 28th were repulsed with enormous losses. The Russian losses in three days amounted to 40 officers and 1,500 men.

TRADE REPORT.

BY A COMMERCIAL AGENT.

The Minister for Agriculture New South Wales has received a report from Mr. J. B. Suttor, Commercial Agent for that State in the East dated at Kobe, from which the following extracts are taken :—

It is the general opinion that Syndicate shippers are a little over-cautious in the matter of freights and war risks. I am decidedly of opinion that the chances of shipping from New South Wales falling into the hands of the enemy are very remote. New South Wales shippers need not have any cause for alarm, so long as the vessels do not venture on the Sea of Japan.

It is quite apparent that satisfactory results are now being experienced as a result of my visit to Japan, and I have orders sent for New South Wales products. Already large quantities of wheat have arrived, and more likely to be ordered. New South Wales wheat is highly spoken of, and with favourable season we are bound to do well, but must pay careful attention to the quality and soundness of the bags the wheat is conveyed in.

I specially mention the matter of bags, for my attention has been drawn to some very defective bags containing wheat by the *Pawala Maru* of February last. Some of the bags were simply rotten in places, caused, no doubt, through the wheat being stacked in the field before sending to the seaboard. Defects of this nature have a very bad effect in the East, freely spoken of, and hence a bad advertisement for New South Wales. I therefore invite special attention to the soundness of the bags, and request that they be looked to at the time of loading. It is also very advisable to send a fair percentage of spare bags with each consignment.

I am now very hopeful of good results for our tinned meat, but at the onset it is highly important to supply at the lowest possible quotation, in order to get a footing, for the competition for the Japanese market is very keen.

As per my cables a large number of horses are likely to be required, but definite information is certain to be delayed until the question of freights can be reduced to a satisfactory basis. I am advised that large orders have gone forward for compressed fodder, also barley.

I am of opinion that the other States of the Commonwealth are benefiting by my reports from the East.

There is an active demand for good leather as per standards known as prime stirrup and prime skirt, and it is quite possible that 10,000 sides will be required in a month or so.

There is an active demand for good tanning bark, and I feel a good business can be worked up if the New South Wales product can be supplied at a reasonable rate. Messrs. W. H. Gill and Company do a large business in this line, and principally import oak bark from America. I, therefore, advise that the matter be taken up with Messrs. W. H. Gill and Company, or any of the other firms mentioned in my previous despatches. If a bark can be produced of a lighter color than the wattle it should command a ready sale. It appears the wattle back produces a darker leather than the American oak, and also has a very objectionable smell, which is also conveyed to the leather.

There is still an active demand for all classes of lead, and the demand is likely to continue. Very large quantities are coming in from America, still I am inclined to the belief that the present high prices will continue, and the future of the lead market is worthy of careful consideration

On the 14th instant I cabled you with reference to Siberian and Eastern products. In consequence of the war and difficulty of carrying by railway, there is likely to be a great falling off in all Siberian products This should have a decided bearing on the London and other markets.

As regards Eastern products, it is generally thought that the outlook is in every way favourable, and excellent returns expected.

As mentioned in my previous reports, I have not neglected the important matter of cold storage works, and have had repeated interviews. I am glad to state the proposal is now taking definite form, and endeavours are being made to start a company for the erection of cold storage at Kobe and Yokohama. In connection with this matter there must be some settled arrangements arrived at in regard to freights for cold storage from New South Wales to Japan, and it would be advisable for the E. and A. Company and the China-Navigation Company to carefully consider the question, and advise their local agents accordingly, so as to be prepared with the information when the company is formed. Meat, mutton, and butter are advancing at a rapid rate in Japan. If by any chance the scheme should fall through, I strongly urge that the matter should be taken up by the New South Wales people.

I have had long interviews with the Kawasaki Dock Yard Company, and feel it is only a matter of time when large orders will be placed with New South Wales timber merchants. The Kawasaki Company are very powerful people in Japan, and I have impressed the president and chief engineer with the excellent qualities of New South Wales timbers.

THE WAR.

MINES IN OPEN SEA.

Sir John MacDonnell, one of the highest authorities on international law in Great Britain, when asked by a newspaper correspondent his view on the subject of the alleged sowing of mines in the open seas by the Russians, replied :

"I think that with our imperfect knowledge of the facts, it is quite premature to express an opinion as to what has been done by the Russians in the waters adjacent to Port Arthur. I am reluctant to believe they resorted to the expedient, wasteful and altogether uncertain in its effects of sowing or scattering mines in waters outside their territorial zone. Every belligerent is free, I take it, to destroy his opponent's vessels in territorial waters or the high seas by all the customary means, including the use of mines. If in an attempt to sink the enemy's ships he accidentally destroys neutral property, it would be unanswerable to claim damages done on the high seas.

Let me add one remark suggested by much that has already happened in this war. In regard to maritime warfare neutrals are no longer united, as they once were, in arresting the encroachments of belligerents. When only one or two nations had, or aspired to have, great navies, other countries were agreed on a course of action or, at all events, were jealous of any diminution of neutrals' rights on the high seas. Now, all is changed. Several nations possess powerful fleets, and hope to strengthen them If they look forward to the possibility of being strong, if not supreme, on the sea, they hesitate to condemn acts which, on their part, they would have severely reprobated, because, they say, 'Who knows how soon it may be in our interests as belligerents to do the very acts from which as neutrals to-day we suffer.' I believe this will prove the key to much that we shall witness in this war."

SERIOUS CUTTING AFFRAY.

A delay in shaving has caused serious trouble to Han Woo. On the 5th inst., he entered the barber shop of Shum Shing to have his head shaved. He wanted that operation to take place at once, but Shum Ki, another customer, was before him, and as the latter would not give up his turn a quarrel ensued, during which, it is alleged, Han Woo seized a chopper and cut Shum Ki on the left hand, nearly severing his first two fingers. The matter was immediately reported to Inspector Smith, who had Shum Ki removed to hospital and Han Woo placed under arrest. At the hospital it was found necessary to amputate the fingers, which was done. This morning Han Woo was placed before Mr. Gompertz when evidence was given substantiating the charge preferred against him of cutting and causing grievous bodily harm to Shum Ki, defendant having nothing to say in his defence.—Dr. Laing, of the Government Civil Hospital, stated that the complainant was admitted to the hospital at 3.10 p.m. on the 5th inst., suffering with injury to his left hand. The tendons of the first and second fingers were cut, as well as the joints, the bone of the second finger being cut through. The injury was so severe that witness had to amputate both fingers. The chopper would cause just such injuries. The complainant is still under treatment in hospital and will be so for another ten days. The prisoner was formally committed to take his trial at the next criminal sessions.

ON THE LINKS.

Cards returned at the monthly meeting held at Happy Valley from the 6th to the 8th instant were as follows :—

CAPTAIN'S CLUB.

Mr. T. F. Cobbs	95—18	=77
" T. C. Gray	90—12	=78
" C. M. G. Burnie.....	82— 2	=80
Major Pritchard.....	101—18	=83

29 entries.

POOL.

Mr. T. C. Gray	90—12	=78
" C. M. G. Burnie.....	82— 2	=80
Major Pritchard.....	101—12	=83

30 entries.

SHIPBUILDING RETURNS.

From the returns compiled by Lloyd's *Register of Shipping*, it appears that, excluding warships, there were 392 vessels of 993 088 tons gross under construction in he United Kingdom at the close of the quarter ended 30th June, 1904.

The tonnage under construction is now about 4,500 tons more than it was at the end of March, 1904. Compared, however, with the total reached in September, 1901, which is the highest on record, the present figures show a reduction of 420,000 tons, or about 30 per cent.

Of the vessels under construction in the United Kingdom at the end of June, 313 of 750,982 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification by the Society. In addition, 59 vessels of 150,862 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 372 vessels of 901,844 tons. Details of this total are as follows :—

	No.	Gross Tonnage.
Building in United Kingdom for home account, for sale, &c....	268 ...	628,743
Building in United Kingdom for foreign and colonial account... ...	45 ...	122,739
Building abroad for United Kingdom owners ...	11 ...	7,305
Building abroad for United Kingdom for foreign account...	48 ...	143,507
Total building on 30th June for classification in Lloyd's Register Book	372 ...	901,844

COMMERCE DESTROYING IN WAR.

PREDECESSORS OF THE VLADIVOSTOK SQUADRON.

THE "SUMTER" AND "ALABAMA."

The exploits of the Vladivostok Squadron have earned for the three vessels comprising it—the *Rossia*, *Rurik*, and *Gromovoi*—a reputation as commerce destroyers which by future historians will entitle them to rank with the notorious Confederate cruiser *Alabama*, which during the American Civil War so effectively served her side by preying on helpless merchant vessels. The Vladivostok Squadron's record is already such a long one that if the warships are allowed to continue their work of destruction, it is no exaggeration to say that the merchant marine of Japan will be in jeopardy. The squadron's first successful effort in the destruction of Japanese craft was made in February, a few days after the commencement of the war, when a small Japanese steamer, the *Nagoura-maru*, was sunk. The squadron did not make another raid for some months, until the beginning of May, when it signalised its reappearance by sinking the transport *Kinshiu-maru*. Its next exploit was in June, when the small steamer *Goyo-maru* was sunk at Gensan, and a few days later

TO THE SURPRISE OF THE WORLD,

the war-ships descended as far south as the Korean Straits, sinking the large transports *Hitachi-maru* and *Idzumi-maru*, and seriously damaging the *Sado-maru*. The same cruise was marked by the capture of a British steamer and the sinking of two Japanese sailing vessels, while later a small merchant steamer was sunk off the Hokkaido. Retiring to Vladivostok, the squadron "lay low" and coaled preparatory to an extended cruise, which began a few days ago. The first steamer sunk was a small Japanese coasting steamer, the *Takashima-maru*. Then it was learned that the British steamer *Knight Commander* has been sunk and the German steamer *Arabia* captured. The squadron has thus destroyed or inflicted damage upon some ten vessels, more or less large, with a loss of between one and two thousand valuable lives and a large quantity of cargo, mostly material for the Japanese forces.

With the exception of the loss of life, the record rivals that of the *Alabama*, a vessel whose

COMMERCE DESTROYING EXPLOITS

ultimately cost the British Government over £3,000,000, and it may therefore be interesting to recall the career of that famous vessel, and of its predecessor, the *Sumter*.

When the Civil War broke out the Confederate States found themselves without a navy, unlike the North, which promptly instituted an effective blockade of the whole of the Southern ports. The Confederates determined upon fitting out small and swift vessels, each armed with a few heavy guns, whose work would be to cruise against the merchant marine of the Northern States. The South lacked nothing in able naval officers, as the majority of the senior officers of the U.S. navy were Southern men, and in sympathy with the Southern cause. In 1861, before the breach between the two parties was beyond healing, and when hopes of a peaceable settlement had not been extinguished, Captain Raphael Semmes, whose name is notorious in connection with the *Alabama*, was commissioned by the Southern leaders to purchase ships and stores for the South. Semmes found it very difficult to purchase ships, as none were to be had, and it was not until several months after the commencement of the war that the Confederates were able to send their first armed cruiser to sea. This was the *Sumter*, previously a small trading steamer, and which did considerable damage to Northern commerce before it was condemned as unseaworthy. "Captain Semmes," says one authority, "who was appointed her commander, was singularly qualified for the work expected of him. He was a native of Maryland, about fifty-one years of age; he had been a commander in the United States navy, and now held the same rank in the service of the Southern States. Besides possessing high professional abilities and attainments, he was a man of acute intellect and of decided character; and he was thoroughly instructed in the

PRINCIPLES AND DETAILS OF INTERNATIONAL LAW

and etiquette. He seems to have united with the good qualities of a naval officer the qualifications of an able lawyer, diplomatist, and publicist He could be trusted to secure for a war vessel of the Confederacy, however small, every advantage to which she was entitled from neutral Powers, and of the other belligerent alike, nothing which was not strictly their due; to carry out without flinching, unmoved by taunts and abuse, the work of destruction which was expected at his hands. His career in the *Sumter* is a record of triumphs won over neutral Governors and Ministers, who were disinclined to admit the little *Sumter* to the position of a belligerent war-vessel; of clever avoidance of the enemy's cruisers, of which several were always on his track; and of the destruction of valuable ships and cargoes belonging to the citizens of the United States The *Sumter* and her captain were soon known throughout the world. The enemy called Captain Semmes a pirate, and could they have caught him would probably have treated him as a pirate. But he appears to have done nothing but what it was his right as a belligerent to do; at any rate, he was scrupulous not to exceed the precedents of international law. It was upon his system of burning his captures, not upon the captures themselves, that the people of the Northern States founded their charge of piracy; but no Confederate port was open to him for the disposal of his prizes; and his treatment of them, though it greatly

SHOCKED AN AGE

which had seen scarcely anything of naval warfare, was warranted by precedents, and was probably, though not unquestionably, within his right. The cruise of the *Sumter*, which began on the 30th June, 1861, with her escape from New Orleans, then strictly blockaded, was over before the end of the year; but she had captured 18 vessels, had spread alarm through the Northern seaports, and had put shipowners and merchants to heavy charges for insurance; and by disinclining merchants to ship their goods in Northern vessels, had seriously injured the shipping trade of the Northern States. Eventually she was laid up at Gibraltar, and declared unfit for further service; had she been seaworthy, it would have been very difficult to carry her out of a port where she was diligently watched by Northern cruisers. She had, however, verified the anticipations of the Confederate Government; and in 1862 this Government found a successor for her, much better fitted for the work to be done, and destined to far greater celebrity. This was the *Alabama*.

S.S. "ALABAMA."

The *Alabama* was constructed by Laird & Sons of Birkenhead—a screw sloop of 1,040 tons register, built of wood, swift in speed, with two engines of 350 horse-power each, and barque rigged The *Alabama* was pierced for twelve guns, and had the means for carrying two heavy pivot guns amidships. She cost £47,500 without equipment, and with her armament £51,716. In June, 1862, Semmes was appointed to superintend her equipment and take command of her when ready for sea. The strictest secrecy was observed by the Confederate officials having charge of her in order that the nature and destination of the vessel should not reach the ears of the British Government and also the U.S. representatives in Great Britain. The identity of the vessel was so well concealed that she was nearly ready for sea before she was suspected by the emissaries of the United States. Captain Semmes and the superintendent of the building of "No. 290," as she was known at Birkenhead, had little difficulty in avoiding any infringement of the public and municipal law during the construction of the vessel. According to previous practice, it had been held lawful to build vessels for a belligerent in neutral ports, and lawful to purchase guns and stores in neutral ports, though they might be for the equipment of vessels thus built. What had been held unlawful was the equipment with guns and warlike stores of a vessel

BUILT FOR A BELLIGERENT

in a neutral jurisdiction. Without going into the details of how the *Alabama* succeeded in leaving the English port, it is sufficient to say that when orders were given to detain "No. 290" she was gone.

On the 13th August the *Alabama* arrived at Terceira, one of the Western Islands. A few days afterwards the vessel was joined by Captain Semmes and his officers, and by a vessel from London carrying guns, stores, and a supply of coal. By the 24th August, the destroyer was ready for sea, and now Captain Semmes produced his commission to the sailors, named his vessel the *Alabama*, and hoisted the Confederate flag. The sailors on board the *Alabama* and the other vessels were British, all entered for foreign service, but with few exceptions they enlisted under Captain Semmes at a high rate of pay. The crew consisted of eighty men all told, and the armament of eight 32-pounders. The first capture of the *Alabama* was on the 5th September, and in a few days she had burned property which exceeded her own cost. Indignation was rife throughout the Northern States, and soon "the pirate Semmes" had several fast-sailing cruisers searching for him.

HER SKIPPER.

A brief summary of his career is given from papers compiled by Captain Semmes, which we reproduce as follows:—

"Captain Semmes made for the American coast, which he had determined to make his first cruising ground. He was ambitious of making a few captures within sight of New York; but running short of coal, he was obliged to give up this somewhat daring scheme, and make for a coaling-station. He afterwards lay on the track of the California mail steamers running between Aspinwall and New York; and after waiting for some time, he captured the *Ariel* mail steamer, with 140 marines, several United States officers, and 500 other passengers on board. A heavy gun and a quantity of specie were all he took by this capture, but it greatly raised the prestige of the *Alabama*, and increased the alarm of American shipowners. The passengers and crew of the *Ariel* were too numerous to be taken on board the *Alabama*; and as Captain Semmes found fever raging at Kingston in Jamaica, at which port he intended to have landed them, he was unable to destroy the vessel, and had to set her free, after taking a bond for a large sum to be paid on the 11th January, 1863, an encounter occurred between the *Alabama* and a United States vessel, which still further augmented the reputation of the former. Cruising Galveston in Texas, the *Alabama* gave battle to the United States gunboat *Hatteras*, an old vessel, somewhat her inferior in armament, and sunk her after a few broadsides. The destruction of the *Hatteras* and the capture of the *Ariel* were the

MOST REMARKABLE EVENTS

in the career of the *Alabama* until her closing scene arrived. Her history consists of a monotonous succession of captures made in different seas, her prizes being merchant vessels incapable of resistance, which were burned, or, when there was convincing evidence of the neutral ownership of the cargo, which did not often happen, liberated upon bond. She captured in all 65 vessels, and the value of the property she destroyed has been estimated at 4,000,000 dollars. It was, however, by the heavy insurance for war-risks to which she subjected them, and still more by the difficulty she caused them in getting freights, that the *Alabama's* career inflicted the greatest injury upon the shipowners of the United States. When the pursuit after her became too hot on the American coast, she sailed for the Cape of Good Hope, and cruised in the Eastern seas. Returning to Europe, she arrived in the English Channel in June, 1864, and on the 11th June entered the French port of Cherbourg to refit and supply herself with stores. She had been nearly two years at sea and had got into bad condition; her speed and sailing qualities were considerably impaired. Permission to make the necessary repairs was given by the authorities of the port of Cherbourg.

"ALABAMA" SUNK.

"But within a few days, the United States steamer *Kearsarge* commanded by Captain Winslow, a former shipmate of Captain Semmes, arrived at Cherbourg; and she made a demonstration which the officers and crew of the *Alabama*—writhing under the abuse that had been heaped upon them, and aware that their career had been inglorious—regarded and resented as a challenge. Captain Semmes knew and probably shared their feelings, and determined to gratify them; he sent notice to the United States Consul that he would sail out and fight the *Kearsarge*. The two ships were, in appearance, not unequally matched; in reality the *Kearsarge* had considerably the advantage in number of crew, speed, armament, and general condition; besides that she was protected amidships by armour. The fact of her being thus protected, and the extent of her superiority, seem to have been unknown to Captain Semmes. The fight took place on Sunday, the 19th June, outside the port of Cherbourg, all Cherbourg gazing at it from the neighbouring heights. The *Kearsarge* having the superiority in sailing, was able to keep at a distance of about 500 yards from the enemy; her armour in a great measure protected her from the enemy's shot; and, as might be expected, her guns were better served than those of the *Alabama*. Before the fight had lasted an hour, Captain Semmes found his ship was sinking, and gave orders to pull down his flag. The boats were got out, and the wounded placed in them; but before the *Kearsarge* could come to the rescue, the *Alabama* went to the bottom. The boats of the *Kearsarge* saved many of the crew. Others, including Captain Semmes, were picked up by the English yacht *Deerhound*, which had been allowed by Captain Winslow to help in rescuing the *Alabama's* crew. "These the *Deerhound* immediately carried within neutral jurisdiction. Semmes and the others saved by this vessel were afterwards charged with having broken their faith as prisoners who had asked for quarter from the *Kearsarge*. As regards the *Deerhound*, the seamen of the *Alabama* once upon its deck, were entitled to the protection of Great Britain, and no previous compact could have deprived them of it."

The *Alabama*, so long a

TERROR TO HELPLESS SHIPPING,

was at last sunk in fair fight. The destruction she wrought was so great, and in effect so alarming, as to produce a very marked diminution in the number of commercial vessels carrying the flag of the United States. Her career demonstrated how completely belligerents fairly matched might ruin each other at sea. Her end was more honourable than her career, and demonstrated how helpless is the greatest gallantry against superior armament and equipment. Her career of course raised an important question between Great Britain and the United States, one which might have ended in the gravest consequences for both countries, but which was finally submitted to a Court of Arbitration, consisting of representatives of England and the United States and three other members appointed by the King of Italy, the President of the Swiss Confederation, and the Emperor of Brazil. The Court met at Geneva in December 1871, and gave its award in September 1872, by which it was decreed that Great Britain was responsible for not preventing the vessel from leaving a British port, and should pay the United States the sum of £3,229,166 13s. 4d.—*Kobe Chronicle.*

COMMERCIAL.

RICE.

Mr. Wm. G. Hale & Co., write in their circular, dated Saigon, 29th ult :—The advance in prices advised in our late issue has been well kept up during the period under review, owing to supplies being confined to small arrivals of contracted grain and to a fairly good demand which has been prevailing for Java, Philippines, China, etc.

On the other hand, Exchange, during the earlier part of the period under review, had gone up by several points thus checking business with Europe.

The closing tendency of our market is decidedly upward, as dealers in the Interior hold on their stocks for higher prices and that there are good many large contracts falling due in August which require grain for fulfilment.

A LETTER from an officer named Prosiekin shows that the Japanese are artists even in death. "During our retirement," reads the letter, "we passed a number of wounded Japanese belonging to the force outflanking us. Seeing one of these, apparently writing a letter, I went over to him. He was sitting in a pool of blood with a badly-arranged bandage on his left arm, and a look of suppressed agony on his face. Across his knee, face downwards, was a tattered map, and on this, with a stick dipped in blood, he was laboriously sketching a field gun on the top of a hill, with a little Japanese infantryman running straight at the muzzle. . . . . I gave the artist a drink of water."

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	30th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamer	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th August, 1904. [2

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN" * ‡	11th August.
NINGPO and SHANGHAI	"WHAMPOA" †	11th "
SHANGHAI	"SHAOHSING" †	12th "
SHANGHAI	"WUHU" †	13th "
CHINKIANG	"CHEUNGCHOW"	15th "
MANILA	"TEAN" *	16th "
CEBU and ILOILO	"KAIFONG" *	16th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—**REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).**

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th August, 1904. [7

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 20th August, at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th August, 1904 18

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	——	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

15]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5.
2nd Class, $1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904. [16

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....$3.00 for Single Journey.
2nd " ..... 1.50 " "
Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904. [55

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European	$8.00
Second Class European	3.00
First Class Chinese	1.50
Second Class Chinese	80
Deck	30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222

STEAM TO CANTON.

THE New Twin Screw Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey $4
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781

NAVIGAZIONE GENERALE ITALIANA,
(*Florio and Rubattino United Companies*).

STEAM FOR
BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Capt. Belsito, will be despatched as above, on FRIDAY, the 12th instant, at Noon, instead of as previously advertised.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 10th August, 1904. [904

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 13th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 8th August, 1904. [917

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"
4,573 tons,

Capt. G. W. Gordon, R.N.R., will be despatched for LONDON (DIRECT), on or about 19th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 6th August, 1904. [865

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th August, 1904. [789

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MANCHE,"

Captain ——, will be despatched for the above Ports, on or about WEDNESDAY, the 10th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 4th August, 1904. [9

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 12th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th August, 1904. [918

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"BEDOUIN"	12th August.
"LOWTHER CASTLE"	20th "
"ATHOLL"	15th September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th August, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 18th May, 1904 [52

For Sale.

FOR SALE.

(OWNER GOING HOME).

BAY AUSTRALIAN MARE, 8 years, 14.1. BLACK AUSTRALIAN GELDING, 9 years, 14.0½.

For further particulars, apply to—
MAJOR HAMILTON,
Head Quarters.

Hongkong, 9th August, 1904. [919

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to
HUGHES & HOUGH,
8, Des Vœux Road.

Hongkong, 27th June, 1904. [769

GREEN ISLAND CEMENT COMPANY, LIMITED.

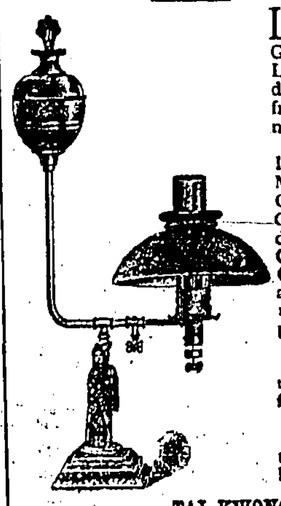
PORTLAND CEMENT.

In Casks of 375 lbs. net $5 per Cask ex Factory.
In Bags of 250 lbs. net $3 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1904. [783

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace

Hongkong, 17th November, 1903 [31

HONGKONG AVERAGE MARKET PRICES.

Corrected 3rd August, 1900 cts. per $ Mex.

BUTCHER MEAT.

		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	18
" Corned—Ham Ngau Yuk	"	18
" Roast—Shiu " "	"	18
" Breast—Ngau Lam	"	13
" Soup, Tong Yuk	"	14
" Steak—Ngau Yuk Pa	"	18
" " Serjoin—Ngau Lau	"	26
" Sausages,—Ngau Yuk Chaung	"	26
Bullock's Brains— " Know	per set	9
" Tongue fresh—Ngau Li	each	45
" " corned—Ham Ngau Li	"	55
" Head—Ngau Tau	"	55
" Heart—Ngau Sum	"	9
" Hump, Salt—Ngau Kin	"	14
" Feet—Ngau Kerk	each	8
" Kidneys—Ngau Yiu	"	8
Tail—Ngau Mei	"	16
" Liver—Ngau Con	lb	9
" Tripe (undressed)—Ngau To	"	5
Calves' Head and Feet—Ngau-chai-tau-keok	set	75
Mutton Chop—Yeung Pai Kw	lb	24
" Leg—Yeung Pei	"	24
" Shoulder—Yeung Shau	"	22
Pigs' Chitlings—Chi cheong	"	16
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tau	"	15
" Heart—Chi Sum	each	8
" Kidneys—Chi Yiu	pair	7
" Liver—Chi Kon	lb	24
Pork, Chop—Chi Pai Kwat	"	23
" Corned—Ham Chu Yuk	"	—
" Leg—Chu Pei	"	24
" Fat or Lard—Chu Yau	"	18
Sheeps' Head and Feet—Yeung Tau Keok	set	50
" Heart—Yeung Sum	each	6
" Kidneys—Yeung Yiu	"	10
" Liver—Yeung Con	lb	22
Sucking Pigs, To Order—Chu Chai	"	16
Suet, Beef—Sang Ngau Yau	"	17
" Mutton—Sang Yeung Yau	"	22
Veal—Ngau Chai Yuk	"	18
" Sausages—Ngau Chai Yuk Tong	"	15

POULTRY.

Chicken—Kai Chai	lb	30
Capons; Large, Small—Sin Kai	"	32
Ducks—Ap	"	17
Doves—Pan Kau	each	—
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton—Kai	lb	33
" Hainan—Hoi Nam Kai	"	29
Geese—Ngoi	"	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	"	—
Partridge—Che Khoo	"	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	24
" Hoihow—Hoihow Pak Kup	"	18
Quail—Um-Chun	"	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	"	68
" Hen— " " Na	"	54
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	each	—
Wild Ducks Canton—Sang Shing Sui Apea	per pair	—

FISH.

Barbel—Ka Yu	lb	14
Bream—Bin Yu	"	13
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	15
Catfish—Chik Yu	"	9
Codfish—Mun Yu	"	14
Crabs—Hai	"	12
Cuttle Fish—Muk Yu	"	11
Dab—Sa Mang Yu	"	14
Dace—Wong Mei Lun	"	10
Dog Fish—Tit Tu Sa	"	9
Eels, Congor—Hai Man Yu	"	14
" Fresh water—Tam Sui Yu	"	14
" Yellow—Wong Siu	"	28
Frogs—Tien Kai	"	32
Garoupa—Sek Pan	"	45
Gudgeon—Pak Kup Yu	"	11
Herrings—Tso Pak	"	16
Halibut—Cheung Kwan Yu	"	14
Labrus—Wong Fa Yu	"	14
Loach—Wu Yu	"	9
Lobsters—Lung Ha	"	24
Mackerel—Chi Yu	"	18
Monk Fish—Mon Yu	"	28
Mullet—Chai Yu	"	20
Oysters—Sang Hoo	"	18
Parrotfish—Kai Kung Yu	"	18
Perch—Tau Loo	"	15
Pike—Fa Paw Poong	"	9
Plaice—Pan Yu	"	15
Pomfret, Black—Hak Chong	"	28
Pomfret, White—Pak Chong	"	35
Prawns—Ming Ha	"	40
Ray—Pei Pa Sa	"	9
Rock Fish—Sek Kau Kung	"	12
Roach—Chun Yu	"	10
Salmon, (C'ton), fresh water—Ma Yau Yu	"	32
Shark—Sa Yu	"	8
Skate—Po Yu	"	9
Shrimps—Ha	"	24
Snapper—Lap Yu	"	28
Soles—Tat Sa Yu	"	26
Tench—Wan Yu	"	14
Turbot—Cho How Yu	"	16
Turtles, small, fresh water—Keok Yu	"	60
White Bait—Ngan Yu Chai	"	—

FRUITS.

Almond—Hung Yan	lb	20
Apples, (California)—Kam San Ping Ko	lb	30
" (Chefoo)—Tin Chun Ping Ko	"	15
" Small—Hoi Tong	"	10
" Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	"	3
" (brides), Macao—San Heung Chiu	"	3
Chestnuts, Chinese—Foong Lut	"	20
Carambola—Yeung Tou	"	10
Cocoanuts—Yeh Tsz	each	9
Grapes—Sin Tai Tsz	lb	—
Lemons, China—Ning Moong	"	10
" Amer.—Kum San Ning Moong	"	6
Lichees, Dried—Lai Chi Con	"	15
" Fresh, Lai Chi	"	—
Limes, (Saigon)—Sai Kung Ning Moong	each	7
Mango, Manila—Lui Sung Mong	"	8
Mango, Saigon—Sai Kung Moong	"	—
Mangosteens, San Chuk Tsz	doz.	30
Oranges, (Canton)—Sang Sheng Tim Chang	"	30
" Small—Tai Kut	"	—
" Mandarin—Tim Kut	"	—
Olives—Pak Lam	lb	6
Pears, (American)—Kam San Shut Li	"	—
" (Canton), Cooking—Sa Li	"	8
" (Shanghai)—Sheung Hoi Li	"	—
Peanuts,—Fa Sang	"	10
Persimmons Large,—Hung Chie	"	25
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	15
" 2nd cooking—Chung-tang Paw-law	"	—
Platams—Tai Chen	"	2
Plums, Swatow—Hung Lai	"	15
Pumolo, Siam—Chim Lo Yau	"	10
Walnuts, Hop Tou	"	20
" Green—Sang Hop Tuo	"	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	
Beans, (French) Macao—Oh Moon Pin Tau	"	13
Beans, (French), Shanghai—Sheung Hoi Pin Tau	"	—
Beans, Sprout—Ah Choi	"	2
Beans Long—Tau Kok	"	6
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker	"	3
Brinjals, Red—Hung Ker	"	3
Brassica—Pak Choi	"	4
Bamboo Shoots—Chook Shun	"	6
Cabbage, Chinese, com.—Kai Choy	"	16
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	"	12
Cane Shoots, bunch—Kau Shun	"	2
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	"	—
Carrots—Kam Shun	"	7
Celery, Chinese Tong Kan Choy	"	15
Celery, English—Yeung Kan Choi	"	10
Celery, White—Pak Yeung Kan Choi	"	10
Chilles Dried—Con Lat Chiu	"	20
" Red—Pung Fa "	"	15
" Green—Cheng Lat Chiu	"	5
Curry Stuff, English—Ka Lee Choi Liu	"	5
Cucumbers—Cheng Kwa	"	4
Bitter Squash—Fu Kwa	"	4
Garlic—Suen Tau	"	5
Ginger, young—Sun Tsz Keung	"	6
" old—Lo Keung	"	4
Horse Radish, Shanghai—Lik Kan	"	20
Indian Corn—Suk Mai	piece	3
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	"	5
" Mandarin—Kwei Lum Ma Tai	"	7
Mushrooms Fresh—Sang Cho Kho	"	30
Onions, Bombay—Yeung Chung Tau	"	5
" Green—Sang Chung	"	3
" S'hai—Sheung Hoi Chung Tau	"	4
" Japan—Yat Poon " "	"	—
Okroes—Mo Ker	"	—
Parsley, English—Yeung Un Sai	"	1
Gradus Pea	"	—
Green Peas—Cheng Tau	"	—
Potatoes, Sweet—Fan Shu	"	4
" Shanghai—Sheung Hoi Shu Tsai	"	3
" Japan—Yat Poon Shu Tsai	"	—
" American—Fa Ki " "	"	—
" Foochow—Fuk Chau Shu Tsai	"	4
" Macao—Oh Moon " "	"	4
Pumpkin—Toong Kwa	"	2
Radish—Hung Lo Pak Tsai	dozen	2
Rhubarb	"	16
Shalots—Con Chung Tau	"	5
Spinage (Chinese)—Paw Choi	"	4
Spinach—Yin Choi	"	4
Tomatoes—Fan Ker	"	5
Taros—Wu Tau	"	3
Turnips, Pun-ti (Long)—Low Pak	"	3
" English—Yeung Low Pak	piece	2
Vegetable Marrow—Chit Kwa	"	4
Waters Cresses—Sai Yeung Choi	"	15
" Caltrops—Lan Kok	lb	—
" Lily Roots—Lin Ngau	"	—
Yams—Tai Shu	"	4

N. A. JOHANSSEN,
Acting Inspector of Markets.

HONGKONG METROROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the food of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks, Weather-forecasts*, and *information regarding the existence and movements of typhoons* based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,
Acting Director,
Hongkong Observatory, 2nd January, 1904.

Shipping.

[illegible]

Progress, Ger. s.s., 687, F. Bremer, 9th Aug.,—Hoihow 8th Aug., Gen.—S. & Co.

Meefoo, Ch. s.s., 1,321, J. Whitelow, 10th Aug.,—Shanghai 6th Aug., Gen.—C. M. S. N. Co.

Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.,—Sandakan 4th Aug., Timber.—J., M. & Co.

Clearances at the Harbour Office.

Tjimahi, for Shanghai.
Tartar, for Amoy.
Kwongtung, for Canton.
Veddo, for Calcutta.
Vingking, for Canton.

Departures.

Aug. 10.

Tartar, for Vancouver.
Tjimahi, for Shanghai.
Machaon, for Vancouver.
Watshing, for Canton.

Passengers arrived.

Per *Meefoo*, from Shanghai—Messrs. C. L. Goodhart, Hutchinson, and 23 Chinese.

Passengers departed.

Per *Oceanien*, for Saigon—Messrs. Felix Guoil, A. Delapaye, 1 Japanese, 1 Annamite, and 36 Chinese. For Singapore—Messrs. E. Rendell Graham, J. B. Windsor, Mr. and Mrs. H. C. Owen and child, Messrs. Thos. F. Cobbs, H. M. Steels, 1 Japanese woman, and 8 Chinese. For Colombo—2 Chinese. For Reunion—Mrs. A. Peterson. For Marseilles—Messrs. C. J. Jansen, Marshall Dawson, Jancourt, H. A. Konings, Le Moine, Bertie and A. M. Poisson.

Per *Tartar*, for Vancouver, &c.—Messrs. H. Gidley, P. Bichayn, Yip Chok Kai, V. Wilson, Mr. and Mrs. Eckford, Mrs. Roby, Messrs. H. K. Struve, E. S. Groves, W. Brumfield, Mrs. Kadoorie, child and nurse, Major and Mrs Ormiston, Mr. C. H. Grace, Mr. and Mrs. W. B. Millar, Messrs. K. Wilson, S. S. Benjamin, W. G. Pirie, and Mrs. C. A. Walters.

Shipping Report.

Str. *Watshing* from Wuhu:—Moderate to strong S'ly winds, with heavy squalls, moderate sea to Chapel Island, thence to port S E. swell, increasing to high confused sea.

Str. *Mee Foo* from Shanghai:—Sheep Sal to Bullock harbour fresh to moderate S. breeze, cloudy, fine, thence to Ockseu fresh to light S.W. breeze, cloudy, fine, thence to Lammocks light to fresh W. breeze, and fine, thence to port strong E'ly breeze and heavy swell, frequent heavy rain squalls.

Vessels in Port.

STEAMERS.

An Pho, Br. s.s., 966, J. Kynoch, 8th Aug.,—Saigon 4th Aug., Rice.—Chinese.

Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th Aug.,—Kobe 31st July, and Moji 2nd Aug., Gen. and Coal.—N. Y. K.

Belgian King, Br. s.s., 2,153, I. Hayton, 2nd Aug.,—Karatsu 27th July, Coals.—B. & Co.

Bore, Norw. s.s., 733, N. C. Mathiesen, 6th Aug.,—Bangkok 30th July, Rice.—Ming Chuen.

Capri, Ital. s.s., 2,717, G. Belsito, 3rd Aug.,—Bombay 16th July, and Singapore 27th, Gen.—C. & Co.

Carl Diederichsen, Ger. s.s., 767, H. Schlaikair, 8th Aug.,—Hoihow 7th Aug., Gen.—J. & Co.

Carl Menzell, Ger. s.s., 989 I. Janssen, 3rd Aug.,—Malay Bay 22nd July, Timber.—E. A. T. Co.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 8th Aug.,—Singapore 3rd Aug., Gen.—D., S. & Co., Ld.

Cheang Chew, Br. s.s., 1,213, I. Harrison, 8th Aug.,—Singapore 2nd Aug., Gen.—Chinese.

Choysang, Br. s.s., 1,424, H. J. Roope, 9th Aug.,—Canton 8th Aug., Gen.—J., M. & Co.

Emma Luyken, Ger. s.s., 1,160, H. Martens, 28th July,—Singapore 22nd July, Sugar and Nuts.—Chinese.

Glenogle, Br. s.s., 2,399, W. T. Larkins, 31st July,—Amoy 30th July, Gen.—Seang Taik Hong.

Haimun, Br. s.s., 636, W. C. Passmore, 8th Aug.,—Swatow 7th Aug., Gen.—D., L. & Co.

Hinsang, Br. s.s., 1,535, W. E. Sawer, 9th Aug.,—Saigon 5th Aug., Rice.—J., M. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 5th Aug.,—Haiphong and Pakhoi 30th July, Gen.—J. & Co.

James Brand, Br. s.s., 2,512, Torrance, 7th Aug.,—Pulo Pukum 31st July, Bulk Oil.—Meyer & Co.

Keemun, Br. s.s., 3,590, A. D. Baker, 8th Aug.,—Singapore 3rd Aug., Gen.—B. & S.

Keongwai, Ger. s.s., 1,115, W. Möllermann, 6th Aug.,—Bangkok 29th July, Rice and Teak-squares.—M. & Co.

Kwanglee, Ch. s.s., 1,540, Lincoln, 9th Aug.,—Canton 8th Aug., Gen.—C. M. S. N. Co.

Loksang, Br. s.s., 985, F. Wheeler, 7th Aug.,—Bangkok 30th July, Rice.—J., M. & Co.

Loongsang, Br. s.s., 1,092, G. S. Weigall, 8th Aug.,—Manila 5th Aug., Gen.—J., M. & Co.

Loosok, Ger. s.s., 1,030, G. Schultzen, 6th Aug.,—Bangkok 31st July, Rice.—B. & S.

Lothian, Br. s.s., 3,227, H. C. Williamson, 4th Aug.,—Salina Cruz 3rd June, Ballast.—C. C. S. S. Co.

Luise, Ger. s.s., 2,2 3, C. Holbatt, 9th Aug.,—Barry 31st May, Coals.—Order.

Macduff, Br s.s., 1,882, R. Glegg, 8th Aug.,—Liverpool 24th June, and Singapore 2nd Aug., Gen.—D. & Co., Ld.

Machew, Ger. s.s., 695, H. Harjes, 7th Aug.,—Bangkok 1st Aug., Rice and Rice-flour.—B. & S.

Medan, Ger. s.s., 746, O. Stolberg, 22nd July,—from Caroline Island, Copra and Gen.—S. & Co.

Nigretia, Br. s.s., 1,530, S. Harrison, 8th Aug.,—Moji 31st July, Coal.—Jeffries & Co.

Rajaburi, Ger. s.s., 1,189, D. Reimers, 8th Aug.,—Bangkok 2nd Aug., Teakwood and Rice.—B. & S.

Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.,—Barry Dock 18th June, Coal.—J., M. & Co.

Rein, Nor. s.s., 726, H. Olsen, 6th Aug.,—Bangkok 29th July, Rice.—Kin Ty Long.

Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.,—Java Ports 30th July, Gen.—B. & S.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,—New York 4th May, Gen. and Case Oil.—D. & Co., Ld.

Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.,—Singapore 2nd Aug., Kerosine.—Mr. Geo. McBain.

Tritos, Ger. s.s., 1,033, H. Kräft, 6th Aug.,—Swatow 5th Aug., Gen.—O. S. K.

Tainan, Br. s.s., 1,460, W. B. Brown, 8th Aug.,—Kuchinotsu 5th Aug., Japanese Gen.—B. & S.

Tweeddale, Br. s.s., 2,873, T. Milne, 25th July,—Durban 25th June, Ballast.—G., L. & Co.

Whampoa, Br. s.s., 1,107, Partridge, 6th Aug.,—Canton 6th Aug., Gen.—B. & S.

Wongkoi, Ger. s.s., 1,115, F. V. Bruhn, 3rd—Bangkok 28th July, Rice and Wood.—B. & S.

Veddo, Br. s.s., 2,974, Baird, 21st July,—Barry 15th May, and Singapore 15th July, Coal.—D. & Co., Ld.

Zafiro, Br. s.s., 1,611, R. Rodgers, 8th Aug.,—Manila 6th Aug., Gen.—S., T. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,—New York 10th Dec., 1903, Case Oil.—S. O. Co.

E. B. Sutton, Am. ship 1,630, Johnson, 19th July,—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Karten, 6th Aug.,—Manila 24th June, Timber.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June,—New York 29th Jan., Kerosine.—S. O. Co.

Maria Lo, Ital. bq., 1,118, D. Urso, 9th April,—Freemantle 7th Feb., Sandalwood.—Order.

Sokoto, Br. 4-masted bq., 2,193, Wm. Bourke, 1st Aug.,—New York 3rd April, Petroleum.—S. O. Co.

Trongate, Br. bq., 949, A. Hutton, 28th May,—Fremantle 23rd May, Sandal-wood.—Gilman & Co.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Coromandel ...	Singapore.	P. & O. Co	Aug. 11
Changsha	Sydney ...	B. & S.	Aug. 11
Korea	Manila ...	P. M. Co...	Aug. 12
Pakling	Singapore.	N. Y. K.....	Aug. 12
Emp. of India.	Japan	C. P. R. Co	Aug. 15
Namsang	Singapore.	J., M. & Co	Aug. 15
Preussen	Japan	M. & Co....	Aug. 16
Gneisenau.....	Colombo...	M. & Co....	Aug. 17
Gaelic..........	San F'cisco	O. & O. Co	Aug. 18
Mongolia	San F'cisco	P. M. Co....	Aug. 27
Aragonia	Portland...	P. & A. Co	Aug. 31

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ...	at	Kowloon	Dock.
Shanghai	„	„	„
Glenogle	„	„	„
H.M.S. Leviathan ...	„	„	„
H.M.S. Robin..........	„	„	„
Emma Luyken	„	„	„
Lothian................	„	„	„
Wongkoi	„	„	„
Tak Hing..............	„	„	„

Ships Passed The Canal.

Outward—15th July—*Scandia, Armenia, Sambia*. 20th July—*Breizhuel, Ataka*. 23rd July—*Albenga, Formosa, Rasisia, Idomeneus, Ranmoor*. 27th July—*Gneisenau, Dardanus, Claverburn, Beechley*. 30th July—*Annam, Elleric, Tydeus*. 3rd August—*Dante, Ernest Simons, Bulysses, Seydlitz*. 6th August—*Japan, Telemachus*. 9th August—*Eidsvold, Bayern, Ambria, Balfour, Seneca, Alexandra*.

Homeward—15th July—*Pera, Polynesien, Pak Ling*. 27th July—*Segovia*. 6th August—*Yarra*. 9th August—*Trieste, Yang Tsze, Bencleuch*.

Arrivals at Home—15th July—*Alcinous, Oldenburg, Prometheus, Australien*. 20th July—*Glenturret, Sachsen*. 23rd July—*Marburg, Deucalion*. 27th July—*Marquis Bacquehem, Strassburg*. 30th July—*Zieten*. 3rd August—*Teenkai*. 6th August—*Ceylon*. 9th August—*Benmohr, Himalaya, Segovia, Monmouthshire, Agamemnon*.

	Aug. 8 at 10 a.m.	Aug. 8 at 4 p.m.
Barometer	29.71	29.64
Temperature	84	84
Humidity	81	75
Rainfall..................	0.20	—

CHINA COAST METEOROLOGICAL REGISTER.

August 9th, 1904, a.m.

		Bar.	Th.	Hu.	Wind		W.
Vladivostock.	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.84	—	—	N	8	—
Hakodate ...	„	29.85	—	—	—	0	—
Tokio	„	29.90	—	—	—	0	—
Kochi	„	29.83	—	—	NE	2	—
Nagasaki	„	29.87	—	—	SE	6	—
Kagoshima...	„	29.87	—	—	—	0	—
Oshima	„	19.88	—	—	S	2	—
Naha	„	29.85	—	—	—	0	—
Ishigakijima..	„	29.81	—	—	S	6	—
Taihoku	5 a.m.	29.76	—	—	—	0	—
Taichu.........	„	29.73	—	—	—	0	—
Tainan	„	29.73	—	—	—	0	—
Koshun	„	29.77	—	—	E	2	—
Pescadores ...	„	29.72	—	—	NE	2	—
Weihaiwei ...	9 a.m.	—	—	—	—	—	—
Gutzlaff	„	29.70	82	83	S	5	cv
Sharp Peak...	„	—	—	—	—	—	—
Amoy	6.30 a.	29.87	80	96	—	0	b
Swatow	9 a.m.	—	—	—	—	—	—
Canton	„	29.71	87	72	E	1	b
Hongkong ...	10a.m	29.67	82	81	E	4	o
Victoria Peak	„	—	—	—	E	4	—
Gap Rock	„	29.62	—	—	ENE	5	--
Macao	„	29.65	83	—	NE	2	c
Haiphong ...	„	—	—	—	—	—	—
Manila	„	29.76	82	85	SSW	0	o
Bacolod	9 a.m.	—	—	—	SSW	2	o
Iloilo...	„	29.78	81	—	SW	4	—
Cebu	„	29.85	85	—	—	4	—
C. St. James.	10a.m.	—	—	—	—	—	—

August 10th, 1904, a.m.

		Bar.	Th.	Hu.	Wind		W.
Vladivostock.	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.84	—	—	SW	4	—
Hakodate ...	„	29.89	—	—	S	2	—
Tokio	„	29.98	—	—	S	2	—
Kochi	„	29.95	—	—	E	2	—
Nagasaki	„	19.95	—	—	N	2	—
Kagoshima...	„	29.99	—	—	S	2	—
Oshima	„	29.84	—	—	NW	6	—
Naha	„	29.85	—	—	—	0	—
Ishigakijima..	„	29.85	—	—	NE	2	—
Taihoku	5 a.m.	29.80	—	—	S	2	—
Taichu.........	„	29.77	—	—	—	0	—
Tainan........	„	29.74	—	—	—	0	—
Koshun	„	29.76	—	—	S	2	—
Pescadores ...	„	29.75	—	—	E	4	—
Weihaiwei ...	9 a.m	19.78	78	—	SW	2	—
Gutzlaff	„	29.86	80	87	NNW	1	cv
Sharp Peak...	„	29.80	81	93	E	3	o
Amoy	6.30 a	29.80	80	87	—	0	c
Swatow	9 a.m.	—	—	—	—	—	—
Canton........	„	29.67	81	62	NE	2	or
Hongkong ...	10a.m.	29.66	80	85	SE	6	opq
Victoria Peak	„	—	—	—	SE	8	—
Gap Rock ...	„	29.60	—	—	ESE	8	—
Macao	„	29.60	81	—	ESE	8	orq
Haiphong ...	„	—	—	—	—	—	—
Manila.........	„	29.76	84	71	SSE	1	o
Bacolod	9 a.m.	—	—	—	S	1	o
Iloilo	„	29.81	79	—	W	1	o
Cebu	„	29.90	84	—	S	2	c
C. St. James.	10a.m.	—	—	—	—	—	—

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In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street	8 a.m.—11 a.m. 2 p.m.—5 p.m.
Arsenal Street	8.5 a.m.—11.5 a.m. 2.5 p.m.—5.5 p.m.

A Mail will close for :—

Canton—Per *Honam*, 11th Aug., 7.30 A.M.

Swatow, Amoy and Anping—Per *Tritos*, 11th Aug., 9 A.M.

Singapore, Penang and Bombay—Per *Capri*, 11th Aug., 11 A.M.

Swatow, Amoy and Foochow—Per *Haimun*, 11th Aug., 11 A.M.

Bangkok—Per *Loosok*, 11th Aug., 11 A.M.

Macao—Per *Heungshan*, 11th Aug., 1.15 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide and Perth—Per *Tsinan*, 11th Aug., 3 P.M.

Ningpo and Shanghai—Per *Whampoa*, 11th Aug., 3 P.M.

Yap, Saipan, Ruk, Ponape, Kussaie, Jaluit, Nauru, Ocean Island and Sydney—Per *Medan*, 11th Aug., 4 P.M.

Keelung, Moji, Kobe, Yokohama, Victoria and Tacoma—Per *Hyades*, 11th Aug., 4 P.M.

Samshui, Shiuhing, Takhing and Wuchow—Per *Sunsui*, 11th Aug., 4 P.M.

Kongmoon and Kumchuk—Per *Lintan*, 11th Aug., 5 P.M.

Canton—Per *Kinshan*, 11th Aug., 5 P.M.

Namtao—Per *Taichun*, 11th Aug., 5 P.M.

Sanbue—Per *Hoi Fu*, 11th Aug., 5 P.M.

Macao—Per *Wingchai*, 11th Aug., 5 P.M.

Canton—Per *Hankow*, 12th Aug., 7.30 A.M.

Macao—Per *Heungshan*, 12th Aug., 2.15 P.M.

Shanghai—Per *Shaohsing* 12th Aug., 3 P.M.

Manila—Per *Loongsang*, 12th Aug., 3 P.M.

Shanghai—Per *Hangsang*, 12th Aug., 3 P.M.

Canton—Per *Powan*, 12th Aug., 5 A.M.

Namtao—Per *Taichun*, 12th Aug., 5 P.M.

Sanbue—Per *Hoi Fu*, 12th Aug., 5 P.M.

Macao—Per *Wingchai*, 12th Aug., 5 P.M.

Kongmoon, Kumchuk and Samshui—Per *Tak Hing*, 12th Aug., 5 P.M.

Canton—Per *Kinshan*, 13th Aug., 7.30 A.M.

Manila—Per *Zafiro*, 13th Aug., 9 A.M.

Europe, &c., India, *via* Tuticorin—Per *Simla*, 13th Aug., 11 A.M.

Macao—Per *Heungshan*, 13th Aug., 2.15 P.M.

Singapore, Penang and Calcutta—Per *Catherine Apcar*, 13th Aug., 2 P.M.

Shanghai—Per *Wuhu*, 13th Aug., 3 P.M.

Samshui, Shiuhing, Takhing and Wuchow—Per *Kongnam*, 13th Aug., 4 P.M.

Namtao—Per *Taichun*, 13th Aug., 5 P.M.

Sanbue—Per *Hoi Fu*, 13th Aug., 5 P.M.

Macao—Per *Wingchai*, 13th Aug., 5 P.M.

Namtao—Per *Taichun*, 14th Aug., 9 A.M.

Sanbue—Per *Hoi Fu*, 14th Aug., 9 A.M.

Macao—Per *Wingchai*, 14th Aug., 9 A.M.

Canton—Per *Fatshan*, 14th Aug., 9 A.M.

Kongmoon and Kumchuk—Per *Lintan*, 14th Aug., 9 A.M.

Macao—Per *Heungshan*, 15th Aug., 12.15 P.M.

Singapore—Per *Badenia*, 15th Aug., 2 P.M.

Chinkiang—Per *Changchow*, 15th Aug., 3 P.M.

Namtao—Per *Taichun*, 15th Aug., 5 P.M.

Sanbue—Per *Hoi Fu*, 15th Aug., 5 P.M.

Macao—Per *Wingchai*, 15th Aug., 5 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 16th Aug., 11 A.M.

Macao—Per *Heungshan*, 16th Aug., 12.15 P.M.

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Intimation.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: $25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
WIRE,
&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904. [61

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite...	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O. ...	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins ...	Chemulpo
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtsze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Cherub	water tank and tug	390	—	300	—	Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes...	en route Home
Espiègle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer ...	360	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Wei-hai-wei
Glory *	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer ...	275	6	4,000	—	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Weihaiwei
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	en route Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Shanghai
Janus	torpedo boat destroyer ...	280	6	5,900	Lieut.-Commander J. A. Gregory... ...	Wei-hai-wei
Kinsha	river gunboat	—	4	—	Lieut.-Commander G. B. Powell	Chungking
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Weihaiwei
Otter	torpedo boat destroyer ...	350	6	6,300	—	Hongkong
Phœnix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtsze
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Robin...	river gunboat	85	2	240	Lieut.-Commander John P. Irven... ...	Hongkong
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Canton
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Wuhu
Taku	torpedo boat destroyer ...	250	6	6,500	Fleet Reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore ...	Yangtsze
Thetis...	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Wei-hai-wei
Tweed	coast defence gunboat ...	363	3	200	Lieut.-Commander R. H. Keate	Yangtsze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G....	Wei-hai-wei
Vestal...	sloop	980	6	1,400	Commander S. St. John Farquhar ...	Yangtsze
Virago	torpedo boat destroyer ...	355	6	6,300	—	Hongkong
Waterwitch	surveying ship	620	—	450	Lieut.-Commander Ernest C. Hardy ...	Shantung
Whiting	torpedo boat destroyer ...	360	6	5,900	Lieut.-Commander H. M. Wells	Shanghai
Woodcock...	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville ...	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtsze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Ballaarat* due in London on the 26th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1904. [4

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
*Hyades**	3,753	Geo. Wright	Ab. Aug. 11
Shawmut	9,606	W. M. Smith	Aug. 31
Tremont	9,606	F. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Tremont	9,606	F. W. Garlick	...
Lyra ‡	4,417	G. V. Williams	...

Steamers marked (*) have no second-class passenger accommodation.

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut	9,606	W. M. Smith	Ab. Aug. 17
Tremont	9,606	F. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

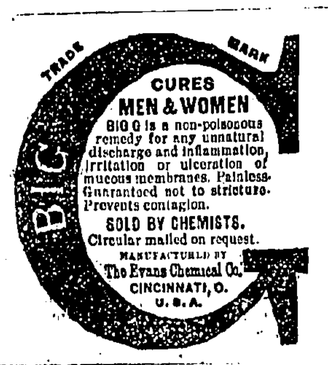
For further Information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 10th August, 1904. [12

Intimations.



AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 10th inst., at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 8th August, 1904. [917

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF," FROM GLASGOW, LIVERPOOL AND THE STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th August, 1904. [916

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 5th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th August, 1904. [906

Intimations.

LADY, (Married), requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bar.

Apply—

"BOX,"
C/o This Paper.

Hongkong, 15th July, 1904. [840

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	$10,000,000 $600,000 $250,000	$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8⅞=$22.994 for half-year ending 31.12.1903	6¾ %	$660 buyers London £68½
National Bank of China, Limited	4,453	£10	£8	$175,533	$21,668	$2 (London 3/6) for 1903	5¾ %	$38 buyers
Do. (Founders')	750	£1	£1	$191,973		None	...	$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,750,000 $569,143 $784,445 $906,872	$1,959,926	$32 for 1902	5¾ %	$545
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$900,000 $151,992 $331,342 $322,138	Nil.	$4 for year ended 30.4.1903	6¼ %	$62 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67½
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,704	$486,284	$12 for 1902	9¼ %	$130
Canton Insurance Office, Limited	10,000	$250	$50	$1,300,000 50,000	$110,551	$15 for 1902	7 %	$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,170,288	$371,110	$22½ for 1902	7½ %	$310 buyers
China Fire Insurance Company, Limited	20,000	$100	$50	$1,000,000 $125,675 $2,561	$329,047	$6 dividend & $1 bonus for 1902	8 %	$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $633,000 $149,409	$41,538	$1½ for second half-year 1903	10¼ %	$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	$113 sales
China and Manila Steamship Company, Limited	30,000	$50	$50	none	Dr. $63,123	$5 for 1900	...	$26½ buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $80,915	Nil.	$3 for year ended 30.6.1903	8½ %	$35
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$60,000 $15,093	$1,287	$1.80 & b. 40 cts $0.90 & b. 20 cts. for year ending 30.4.04	6¼ % 4½ %	$37 buyers $27 buyers
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $ 21,075 $ 18,000 $130,153	$33,648	$5 for 2nd ½-year making $13 for 1903	8½ %	$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4½ %	26/3 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tl. 1½ for 1904	10 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2½ making Tls. 4½	9½ %	Tls. 48 sellers
Do. (Preference)	100,000					Tls. 1¾ making Tls. 3½	7½ %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	none	Dr. $147,717	Final of $7 making $12 for 1901	...	$187 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $73,905	$3 for 1897	...	$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2½ for year ending 30.9.03	4½ %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$490
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £7,236	No. 12 of 1/-	...	$7
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6½ sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$17,500	$425,340	$6 dividend and $1 bonus for second half year 1903	6½ %	$224 sa. & b.
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final=Tls. 12 for year end. 30.4.04	8½ %	Tls. 157 buyers
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$1,950,000	$43,732	$6 for 2nd half year 1903	4½ %	$250
Riley Hargreaves & Co., Limited	6,000	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus	6½ %	$200 buyers
Do. (Preference)	2,750					$7 dividend	6½ %	$110
Howarth Erskine, Limited	12,000	$100	$100	$14,000	$29,926	$10 div. & $2½ bonus for 1902/3	6 %	$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	30,000	$50	$50	$50,989 $250,000	$28,015	Final of $2½ making $5 for 1903	4½ %	$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7½ %	Tls. 150 buyers
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9¾ %	Tls. 187½ sellers
New Amoy Dock Company, Limited	6,000	$65	$65	$55,500	$489	$1½ for 1903	4½ %	$27½
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$500,000	$51,966	Interim of $6 for 1904	8 %	$153 sa. & s.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7½ %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls 50	.....	.....	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$636	$2.60 for 1903	7½ %	$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	$50	$50	none	$1,362	Interim of $1½ for 1904	5½ %	$60 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $10,771 $20,000	$3,161	$5 for second half-year 1903	7½ %	$135 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$22,500	$16,501	$2½ for year ended 30.6.30	7½ %	$33 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87½ for the year ending 31.3.1904	7¼ %	Tls. 12 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	.....	.....	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	$20	$20	none	$4,989	$5 for the year ending 28.2.1903	12½ %	$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3½	...	Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$100,607 $50,000	$99,177	90 cents for 1903	7½ %	$12½ buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12½ %	Tls. 30
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32½ sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$11,121	Final of 60 cents making $1 for the year ending 31.7.03	6¾ %	$14½ sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9¼ %	Tls. 65 sales
Alhambra, Limited	300	$200	$200	$43,000	$57	$125 for year ending 30.6.1900	...	$150 sellers
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	$10	$10	$350,000	$32,115	$1.50 for 1903	5 %	$19½ sellers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	60 cents for 1903	6 %	$10½
A. S. Watson & Co., Limited	60,000	$10	$10	$250,000 $25,000	$2,883	Final of 50 cents making $1 for 1903	7 %	$15¼ sales
Watkins, Limited	10,000	$10	$10	$4,802	$1,042	$1 for 1903	12 %	$8½ buyers
Singapore Dispensary, Limited	600	$50	$50	$6,000	$800	$5 for year ended 31.7.1903	7 %	$70
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$55,000	$1,171	80 cents for 1903	8½ %	$9¼
Hongkong Electric Company, Limited	30,000 30,000	$10 $10	$10 $5	none	$1,747	$1.00 .0 cents for year ending 30.4.1904	7 % 4½ %	$15 buyers $9¼ buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,845	£7,387	£1 div. and 2/- bonus for 1902	...	$.60 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3½ for 1904	9 %	Tls. 98
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	7½ %	Tls. 390
Tientsin Waterworks Company, Limited	2,000	T.Tls. 10	T.Tls. 10	Tls 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 14 sellers
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$13,104	Final of $1½ making $3½ for 1903	11½ %	$30½ sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Final of 37 making $12 for year end. 29.2.04	9¾ %	$130 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$50,000	$8,395	$10 for 1903	7¼ %	$140 buyers
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$10,517	$3.75 for 1903	7½ %	$48 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$35,000	$5,844	Interim of $4 for 1904	7½ %	$235 buyers
Straits Ice Company, Limited	2,000	$100	$100	$45,000	.....	$7½ for second half year 1903	9½ %	$160 sales
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$30,000	$4,283	$20 for year ending 30.11.1903	7½ %	$280 buyers
Dairy Farm Company, Limited	10,000	$7½	$6	$20,000	$3,029	$1¼ for year ending 31.7.1903	6¼ %	$20 sales
Campbell, Moore & Co., Limited	1,200	$10	$10	$5,500	$596	$3 for 1903	8¼ %	$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5½ %	$5 buyers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	90 cents $29.70 for year ended 31.5.1904	9 % 16½ %	$9½ buyers $180 buyers
Do. (Founders')	100	$10	$10					
Tebrau Planting Company, Limited	20,000	$5	$5	none	Dr. $42,551	None	...	$1¼ buyers
Hongkong Steam Waterboat Company, Limited	7,500	$10	$10	none	$1,548	Interim of 70 cents	8 %	$19 buyers
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$9½ buyers
William Powell, Limited	12,000	$10	$10	none	$4,757	Interim of 50 cents for 1903/4	9½ %	$11 buyers
Steam Laundry Company, Limited	5,000 10,000	$5 $5	$5 $3	none	$3,644	60 cents for year ended 31.5.04 First year	9 % ...	$7 $3½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 374,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10 paid 15.3.04 Second do. Tls. 10 " 15.6.04	13¾ %	Tls. 305
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 7½ buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 %	Tls. 135 sales
Central Stores, Limited	6,000	$15	$12	$20,000	$1,253	Interim of $1.20 for 1904	11½ %	$22
Do. (Founders')	123					None	...	$100
Do. (New Issue)	24,000	$15	$7½	.....	First year	Preferential of 7 per cent for 1904	9 %	$8 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12½ %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9¾ %	Tls. 65 buyers
Katz Brothers, Limited	10,000	$100	$100	$375,000	.....	$13 for 1903	9¾ %	$135 buyers
Straits Trading Company, Limited	250,000	$10	$10	$650,000	$83,403	$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	$36½ buyers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,706	$5 div. and $2½ bonus for 1903	8 %	$93 buyers
Maynard and Company, Limited	3,400	$10	$10	none	$805	$2 for year ended 31.10.1903	8 %	$.6 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	.....	.....	First year	...	$50
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$25 sales

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